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The Hongkong Telegraph

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SWEEPING LABOUR VICTORY.

MUNICIPAL ELECTION FIGURES.

NET PROVINCIAL GAIN OF OVER HUNDRED SEATS.

BIG LONDON SUCCESS.

London, Nov. 2.
The Labour Party headquarters in London, which has been following the municipal elections with the greatest interest, was the scene of much jubilation to-day, a state which justifiably increased as the further returns came in from London and the provinces.

Only four returns from the provinces were outstanding, and they came in last evening showing four Labour gains at the expense of Conservative opponents. Huge crowds assembled outside the headquarters where the results were hoisted, and each notice was greeted by a loud cheer.

	Gains.	Loss.
Conservative	15	80
Liberals	18	28
Labour	130	19
Independents	10	41

They show conclusively the great sweep of Labour through the country, as the Socialists are the only party which has a surplus of gains against losses. Their success is largely attributed to the increase of unemployment.

Net Gains.

In the provinces the Labour Party have a net increase of 111 seats, the Conservatives a net loss of 65, the Liberals a net loss of 15, and the Independents a net loss of 31.

The position in London shows an even greater setback. In certain districts in London, the Labour Party has regained supremacy for some time, but they have gained a powerful foothold in boroughs which hitherto have been staunchly Constitutional.

Two Boroughs Change.

The Labour gains in London include, for instance, fourteen new seats in Islington and twelve new seats in Lambeth.

The full London figures are not yet available, but the latest, which show conclusively the way the tide has turned, are as follows:

	Gains.	Loss.
M. Reformers	6	54
Labour	68	1
Progressives	6	16

Reuter this evening interviewed several of the leading members of the Labour Party.

Highly Delighted.

Mr. Ramsey MacDonald is highly delighted with the achievements of the Labour candidates, and says that in spite of the Tory allegation that their return would mean reckless expenditure, the populace is confident in them. It is, he says, a very certain indication of how the tide is flowing.

Mr. Philip Snowden drew attention to the special importance of the results in view of the nearness of the General Election. There could be no doubt that the Labour movement is steadily gathering strength.

Results Significant.

Mr. Clynes also expressed the opinion that there could be no mistaking the significance of the results following, as they do, recent Labour Parliamentary victories in nearly all industrial centres.

Mr. J. H. Thomas said that the Labour triumph in the municipal election are an inevitable forerunner of the Labour Party's determination to govern.—Reuter.

WORLD'S DRAUGHTS CHAMPION.

DUTCHMAN WINS THE TITLE.

Amsterdam, Nov. 2.

A Dutchman, Heer Springer, has won the world's draughts championship, concluded to-day.—Reuter.

ARCHBISHOP GETS PEERAGE.

HIGH HONOUR FOR REV. DR. RANDALL DAVIDSON.

UNIQUE DISTINCTION.

London, Nov. 2.
H.M. the King has approved that the "unity of a Barony be conferred upon the Most Reverend and Right Honourable Dr. Randall Davidson, Lord Archbishop of Canterbury, Primate of all England and Metropolitan, on the occasion of his resignation.

The retiring Archbishop will thus retain the seat in the House of Lords which he has occupied as a Spiritual Peer by virtue of his ecclesiastical office. He has always made valuable contributions to the debates in the Upper House upon Church and social matters.

This is the first occasion on which any Archbishop has become a Temporal Peer.

Past Archbishops of Canterbury have, however, generally died in office. This was the case with Dr. Davidson's immediate predecessors in the Archbishopric—Drs. Tait, Benson and Temple.—British Wireless.

BUSINESS DESERTER NOT TO RETURN?

RUMOURS IN WALL STREET OF MR. RASKOB.

New York, Nov. 2.
The New York Times understands that Mr. John J. Raskob, who resigned his position as Chairman of the Finance Committee of the General Motors Corporation in order to become the Democratic campaign manager, will not return to his old position after the election.

It is not known whether he will also resign his Vice-Presidency and Directorship of the Corporation, but it is reported in Wall Street that he intends to sever all connexion with the company.

Mr. Raskob's position is curious since, prior to this election, he was regarded as a Republican. In July last, however, he announced his resignation from the General Motors Corporation, in order to devote his time and attention to the chairmanship of the Democratic National Committee, which meant that he would be the director of Governor Smith's presidential campaign.—Reuter's American Service.

EARTHQUAKE SHOCK IN U. S. A.

SANTA BARBARA COUNTRY DAMAGE.

Los Angeles, Nov. 2.
Two heavy earthquake shocks rocked the town of Lompoc and the country surrounding Santa Barbara last night, destroying all communications and causing much damage.

At the moment it is impossible to ascertain the exact consequences of the quake, but so far no casualties have been reported.—Reuter's American Service.

ILLNESS OF GENERAL BOOTH.

COMPLETE REST FROM WORK ESSENTIAL.

London, Nov. 2.
General Bramwell Booth, the head of the Salvation Army, is ill. His doctors have issued the following bulletin:—"General Booth is suffering from nervous prostration, and his condition gives rise to some anxiety. It is essential that he has complete rest from all work for several months, and this will, we hope, ensure his complete recovery."—British Wireless.

MOSCOW'S STOLEN PROPERTY.

SELLING FAMOUS ART TREASURES.

BERLIN COURT REFUSES TO GRANT INJUNCTION.

HAWKED IN LONDON.

Berlin, Nov. 2.
The vigorous protests of prominent Russian emigres against the sale by auction in Berlin of valuable art treasures stolen by the Bolsheviks from their palaces and homes, will be unavailing if the decision of the court delivered to-day is allowed to stand.

The application was made by Prince Alexander Cotromantz, who asked for an injunction to prevent a firm of auctioneers from selling a valuable portrait and other articles, which he declares were illegally taken from his palace in Petrograd.

Present Rights.

The Court to-day declined to grant the injunction on the ground that the petitioners have not proved their present rights of ownership.

Prince Cotromantz has announced his intention of pursuing the matter further, and it is understood that the case will shortly come before the Supreme Court of Prussia for hearing.—Reuter.

Behind the proposed sale of Russian objects d'art in Berlin, there is a somewhat remarkable story. The treasures were first offered to well-known dealers in the West End of London, who realising their origin declined to purchase.

Hawked in London.

Subsequently, the art treasures were hawked around London for at least eighteen months, small dealers being approached by foreigners offering, often for very low prices, objects of fine quality and great value. Although some of the lesser known firms probably acquired a few things, it is certain that the Russian salesmen met with rebuffs at the majority of places.

The men refused to give any information as to where the objects were obtained and usually countered the question by reducing their price.

Woman Dealer Pestered.

One woman dealer in Mayfair was repeatedly pestered to inspect a collection of art treasures which, it was said, was for disposal for a very low figure.

She responded to their entreaties, and in an upstairs room in a West End by-street she was shown a collection of tapestries, paintings, and jewellery of no ordinary character.

The price asked astounded her. The men agreed to wait 24 hours, but difficulties arising she was unable to raise the money for two days.

She went to the appointed place, only to find that the treasures and their owners had disappeared.

Sudden Appearance in Berlin.

The articles then suddenly made their appearance in Berlin, where a large quantity had been advertised for sale by auction.

Even the famous Hermitage Museum at Petrograd has been depleted of some of its finest pieces, while the Michailoff and Gatschina palaces have also contributed to the extensive catalogue of some 450 lots.

Superb Furniture.

These include superb pieces of 18th century French furniture by Roentgen and other great makers, sculpture, tapestries from Beauvais, Gobelin, and Aubusson, and a remarkable collection of snuff-boxes, many of which are encrusted with diamonds and other precious stones.

COLONY'S FINANCE IMPROVES.

JULY BALANCE EXCEEDS SIX MILLION DOLLARS.

LAND SALE INCREASE.

Financial returns for the Colony up to July 31st show that on that date there was a credit balance very materially larger than has been recorded for many months. This totalled \$6,110,555, as compared with a balance of \$5,538,816 at the end of June.

The revenue for the month totalled \$2,180,443, which compares with \$1,664,404 for July last year. The month's expenditure came to \$1,608,704, as against \$1,608,704 last year.

For the first seven months of the year, the total income was \$13,600,867, as against \$11,590,905 in 1927.

Expenditure from January to July inclusive was \$11,476,073, this comparing with \$10,779,004 last year.

Taking the seven months, every heading of revenue showed an increase excepting interest, the biggest advance being in licences and internal revenue not otherwise specified, which showed a rise of \$964,136. Land sales during the period brought in \$763,519, as against only \$57,167 last year.

GERMAN CONSUL'S ACCIDENT.

INJURED IN CANTON WHILE RIDING.

Canton, Nov. 2.
Dr. Crull, the Consul-General for Germany in Canton, was thrown from his pony yesterday morning when the animal stumbled. The pony actually fell on Dr. Crull, who received a broken ankle.

He was removed to the Yee Yung Yuen Hospital in Yee Sha Tau, Canton, where he is being looked after by Dr. Schneider. Although Dr. Crull's injuries are not of a very serious nature, it is probable that he will not be able to walk again for about seven or eight weeks.

On enquiring at the Consulate-General, this morning, Dr. Crull was stated to be progressing as well as could be expected.—Our Own Correspondent.

NANKING KUOMINTANG DISSENSION.

ALLEGED DISLOYALTY TO PARTY.

Shanghai, Nov. 2.
The disloyalty and disrespect alleged to have been shown by members of the Special Nanking City Kuomintang towards the Central Kuomintang was the subject of an enquiry held on Thursday last by the executive officials of the Kuomintang Central Department.

After lengthy deliberations it was found that the Nanking City Kuomintang was not in a position to deal with the matter effectively, and it was decided that action by the Central Party would be more appropriate.

However, this morning the officials of the City Kuomintang, apparently dissatisfied with the decision, placed their resignations before the Central Kuomintang.

BARKER ROAD MOTORING.

SPECIAL PERMITS MUST BE OBTAINED.

The public is warned by a Gazette notification that Barker Road is not open to motor traffic without a special permit and that patients wishing to reach the Victoria Hospital by car should either proceed there by ambulance or apply to the Traffic Office, Police Headquarters, for a permit for the car which is required to take the patient to the Hospital. In all cases where permits are issued speed along Barker Road must not exceed eight miles per hour.

UNCLAIMED MONEY IN TREASURY.

HONGKONG LAW TO BE AMENDED.

HOW UNCLAIMED BALANCES WILL BE DEALT WITH.

IMPORTANT CHANGES.

The Gazette contains the draft of an Ordinance to consolidate and amend the law with respect to unclaimed balances.

The Unclaimed Balances Ordinance, 1895, which is to be repealed, provided for the transfer to the general revenue of the Colony of the following:

A. All sums of money, which, at the passing of the Ordinance, had remained unclaimed in the Treasury for a period of at least five years.

B. All sums of money, other than balances of an intestate estate, which after the passing of the Ordinance should remain unclaimed in the Treasury for at least five years; for this an order under the hand of the Governor was required.

C. Under certain conditions, funds of an intestate estate.

D. Under certain conditions, sums of money, other than balances from an intestate estate, which remained unclaimed in the Supreme Court.

Previous Conditions.

To enable sums under class C (the balances of intestate estates) to be transferred certain conditions were necessary:—(a) Administration must have been undertaken by the official administrator or the property of the deceased taken possession of by him; (b) the next of kin must be unknown to him; (c) where the funds amounted to \$20 or upwards (see Ordinance 1 of 1885, s. 4) advertisement must have been published in the Colony, and if possible in the mother country of the deceased. The advertisements were to be published after one year had elapsed from the death of the deceased; and were to state that the funds remaining from the estate would be transferred to the general revenue if no claim were made within five years from the death of the deceased; (d) to transfer the funds to the general revenue an order of the Governor was, by section 5 of Ordinance 1 of 1885, required, and to enable such order to be made a certificate had to be furnished by the official administrator showing that advertisements had been made and that no claim could be reasonably expected against the estate.

No provisions were made to meet the cases in which the necessary advertisements had not been made nor where administration had not been obtained until five years had elapsed since the death of the intestate.

Objects of Bill.

Cases have arisen in which these events have happened and there would appear to be no machinery whereby due advertisement can now be made and the money (if unclaimed) be transferred to the general revenue of the Colony.

The object of the present Bill is to meet these difficulties. The Bill will enable the following to be done:

(a) All moneys which have remained unclaimed for at least five years in the Treasury or in the accounts of the Government or of any officer thereof to be at once transferred to the general revenue of the Colony.

(b) All money, other than balances of intestate estate, which have remained unclaimed for five years to be transferred to the general revenue of the Colony. This will now be done by order of the Governor under the hand of the Colonial Secretary, as it is not considered necessary that the Governor should, personally sign such order. The order and any conditions attached thereto will be published in the Gazette.

Period Allowed.

(c) By clause 4 the official administrator, is, if the next of kin are not known to him, to cause advertisement to be published in the Gazette.

Bulls and Innors

From the Office Butts.

According to the Post, a coolie was arrested recently with a length of anchor chain tied round his waist. It is not true, however, house the other day. It was an that on taking the man's hat off, Aberdeen-Angus, the anchor fell out.

A local magistrate stated during the week "it was always with mixed feelings he came to the Club." Quite a number, of course, leave feeling the same way.

"Diving better than Law," says a newspaper headline. Some of our lawyers do go off the deep end occasionally.

If things get worse, some of our tailpins may get the C.E.B.—Commander of the Empty Bath.

Our Foreign Secretary appears to have had an uneventful holiday in America.

MacWhirter says the M.C.L. Polo is a perennial source of irritation, but like castor oil, it had better be faced and be done with.

Tramcar chivalry in Hongkong is a standing joke.

The trouble with lots of men who sit on committees in Hongkong is that they don't.

Now they've renamed the Penk Plate, we shall be able to make sure of our mansions in the skies.

What about buying up all the water-taps and cornering the market?

The best footballers are kick-witted.

Motto for November 17th:—Less D.C.L. and more M.C.L.

The M.C.L. slogan:—"More A-tish-oo of lies, in fact, Cash, Laddies!"

MacWhirter he says that there is no fear of any of his countrymen being fined for wasting water.

From a contemporary:—"Herr Schlof, a colleague of Herr Schwartz, publicly slapped Schultz's face in a subway station." Schandalous!

"Here in New York," says a writer, "a man can adorn his wife on the instalment system." Doll her up for a dollar down!

A home doctor asserts that each time a man becomes drunk, he shortens his life by one day. The more frequent the "daze" the fewer the days.

We read that President Coolidge's son plays the saxophone. Well, every parent has his trials.

The water shortage should give some of our residents an excuse for reverting to the Saturday morning dip.

Money may talk, but not so much as many who have it.

Lady drivers are not superstitious. They do not pay any attention to signs.

The so-called busy bee really is a loafer, says a scientist. Let it live to see:—"House to let, with mentioned as an extenuating big garden, near Repulse Bay; circumstance, however, that the gardener thrown in."

bee produces slightly more honey than the scientist.

Fish seldom realise how much trouble it is for a man to get bait.

We read of a tragedy of the Far North Wastes, but some of these Far South Wastes are even more potentially fearful.

The statement that Chicago is arrested with a length of anchor to have a new gaol has given rise cable tied round his waist. Some are considering the possibility of making murder illegal.

The broken railings have been re-erected at Tai Po Station, with the result that the mosquitoes cannot now get at the passengers on the and, therefore, water, D.V., W.P., trains.



"I hear you were a model for a famous artist. What was the picture?"
"Cleopatra and the snake."
"Who was Cleopatra?"

The worst of this higher education is that it often fails to reach the brain.

Dogs never get mad if they get enough to drink, we are told. Same with menfolk.

The Graf Zeppelin returned with a quantity of freight, including a tee caddy.

America's champion angler says wood-cutting is his hobby. Fish and chips!

"Most golf stories are to be sneezed at," says a writer. A-tish-oo of lies, in fact.

John Galsworthy says the secret of happiness is "unselfconsciousness." That's true in Hongkong, with the "self" left out.

Li Chai-sum is expected back in Herr Canton.

It is estimated that there are seventy ways of making a million dollars. The invention of a receptacle for the disappearance of used razor blades is not mentioned.

A dog in Kowloon City bit six persons the other day. An investigation is being conducted to learn whether it has been reading a certain local journal.

A telephone operator inherited a fortune and lost it at Monte Carlo. That's what the habit of wrong numbers will do for a person.

Reader:—Banana fritters originated in a Russian monastery a century ago. The name of the inventor is, unfortunately, unknown.

New Zealand seems to be faced with Samoa trouble.

China is now really-awakening, says a Nanking politician. If that's really true, what's going to happen when she gets her breakfast?

An advertisement we may yet a loafer, says a scientist. Let it live to see:—"House to let, with mentioned as an extenuating big garden, near Repulse Bay; circumstance, however, that the gardener thrown in."

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Dance Records
Columbia RECORDS

**EIGHTSOME REEL
FOURSOME REEL**

RECORD No. 270

The Anderson Music Co.

JACOB'S CREAM CRACKERS

JACOB & CO'S

first in flavour
first in flavour

W. & A. JACOB & CO., LTD. DUBLIN, IRELAND

OLD TAYLOR

Scotch Whisky

4 Gold Medals.

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Agencies for:—
Bollender's Crude Oil Engines Marine,
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Telephone Central 4422, Telegraphic Address "FARRELLING"

FIVE YEARS AFTER THE WAR.

A VISIT TO THE FIELD OF FRANCE AND FLANDERS.

HAIG FUND APPEAL.

On a summer's day in 1923 we sat on the low parapet that surrounds the open space in front of Amiens Cathedral and drank in the full beauty of the West Front. The stone seemed to glow golden and grow almost luminous in the last rays of the setting sun—and every figure in that marvellous work of the stone-artist stood out like a living creature.

Away on our right was the hideous wreck of a house—born open—showing sordid rooms still more sordid in their nakedness of half-stripped walls and protruding beams. One was devoutly grateful to the Providence that watched over the Cathedral and saved it from destruction, even the one shell that pierced the roof did no harm, but was strangled by protecting sandbags.

Amiens—and the world at large—could ill-afford to spare the Cathedral, that sits like an exquisite gem enshrined in the poorest of settings.

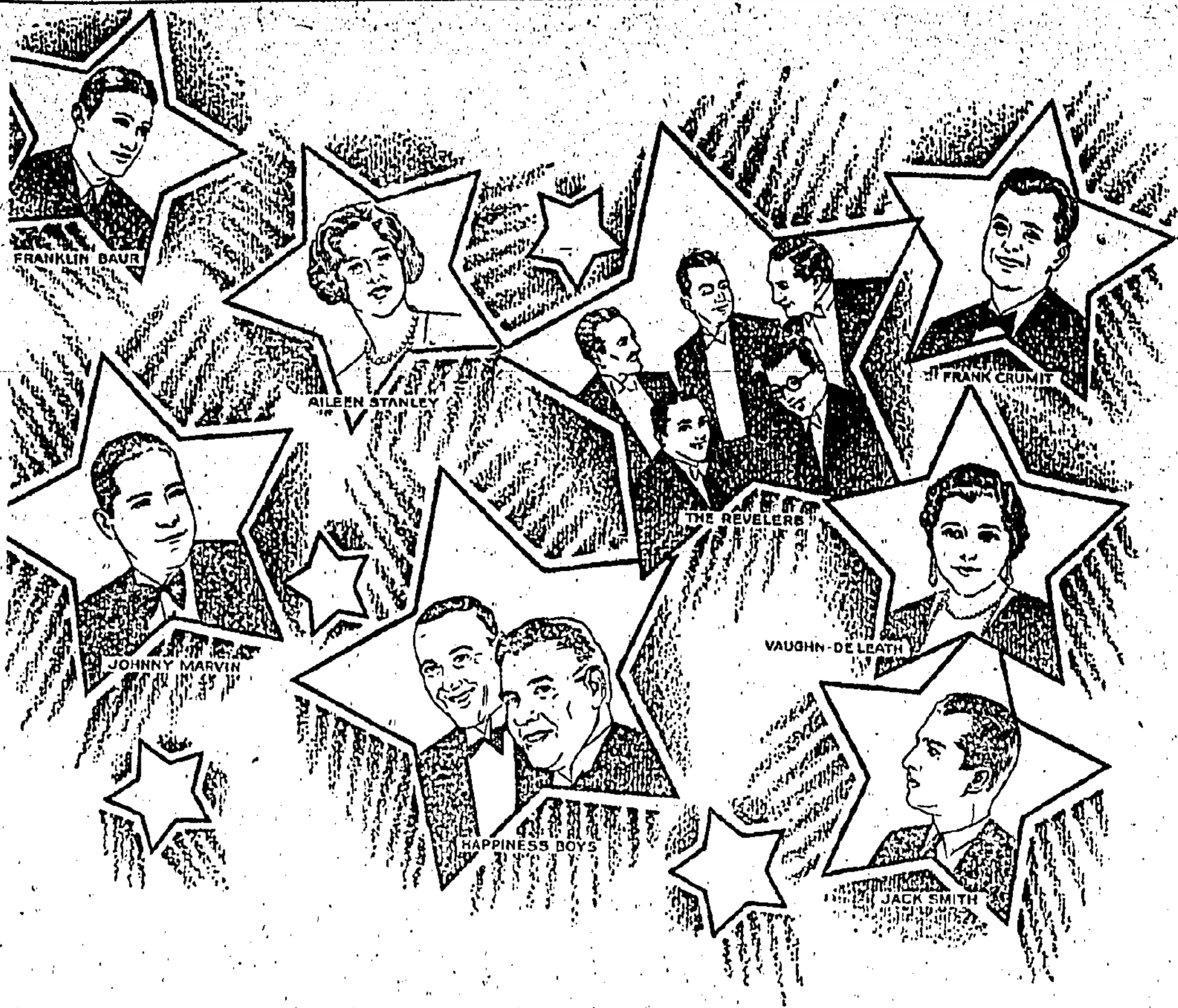
Next day we set out in the early morning, with a backward glance at the Cathedral, standing up against the town like some creation of a dream, blue and intangible in the pale sunlight.

A few miles out of Amiens we were in a world of harvesting. The broad fields and rolling uplands were golden with sheaves—not arranged in neat rows as in England, but all irregular—high-gledy-pigledy—giving no sense of order and peace, but rather of terrific profusion and haste and fierce productivity. The sheaves were fashioned in such fantastic form that sometimes they seemed a procession of hooded monks, at others a crowd of crouching chimpanzees, or again a collection of village gossips. There was something uncanny, almost horrifying in these grotesque shapes seen close at hand, and one's eyes sought the distance where they were blurred and melted into the horizon, and the gold and green and blue brought a sense of peace.

It seemed almost incredible that a year ago these teeming fields were hideous wastes covered with wreckage of war, pitted with shell-holes, horrible in their desolation. And yet it was perhaps the ghosts of the Past that robbed this harvest of that sense of perfect harmony and beauty that rests on fields which have not been drenched in blood. The shadow of the gallant dead stood between us and the sunshine and one felt a certain fear of Nature, an anger and a dislike that she can so quickly repair the evil that men do—and cause them to forget.

They say that on the Fleam Dyke near Cambridge the purple fritillaries grow only where Danish blood was spilt. There were few flowers growing in the fields of France—only a scarlet poppy here and there, but perhaps in the years to come the aftermath of the war will have given place to peace, more flowers will spring up and children picking poppies there will be told that the flowers rise from those who gave their lives for England and for France. It seemed to me that it would have been well for the peace of the Future if some portion of the land could have been enclosed and preserved just as it was when the tide of battle ebbed—a warning and a lesson to the younger and the next generations.

I began to think that all traces of the war had been covered up when suddenly a board bearing the word "Pozieres" came into view. Instead of the villages of Northern France one knew in other days there was a heterogeneous collection of wooden shanties and Nissen huts. In these the inhabitants of Pozieres were living. And so on through other villages, where men were still clearing away masses of rubble and stones. Barbed wire lay in heaps along



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It is natural to find that these famous stars record for Victor. For Victor Records, played on an Orthophonic Victrola, bring to your home each personal touch, every tonal shading of the individual artist. Indeed, if you walk into another room, it is easy to imagine the artist under your roof—singing or playing to you and your guests.

Whatever the music you

like best, you can obtain it on Victor Records. The artists illustrated are the popular head-liners of the United States. They bring you the latest songs, packed with scintillating melodies and sparkling refrains. And there is always the latest dance music, especially Paul Whiteman and His Orchestra, Nat Shilkret and the International Novelty Orchestra, and George

Olsen and His Music, and other well-known musical organizations.

Get the nearest Victor dealer to play you the latest Victor Records of these celebrated artists. Hear them, reproduced by exclusive Victor principles, on the Orthophonic Victrola. Its performance is astonishingly true to life. Many models at suitable prices. See your dealer—today!

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(Victor Distributors)
CHATER ROAD.



The New
Orthophonic

PROTECT YOURSELF!
Only the Victor Company
makes Victrolas

Victor Records

VICTOR TALKING MACHINE CO., CAMDEN, NEW JERSEY, U. S. A.

the roadside and the shady allees of former days was represented by a few blackened stumps.

Out in the open country now where corpse after corpse of black gaunt dead trees stretching out spectre-like branches seemed the most poignant witnesses of the fiery furnace through which the

land had passed.

And then—Albert—one of the towns which was still the most forcible evidence of the senseless hideousness of war. Practically not a house of the old town was standing, except a fragment of wall. Men were clearing and rebuilding on all sides, but it was

a nightmare, a real tangible horror.

This reached its climax in the Church. Here the golden figures of the Virgin and Child were struck by a shell and leaned forward as if to protect the town for many, many months. Just before the Armistice they fell, fulfilling

an old prophecy that the fall of the figures would herald peace. Ploue hands had raised a new temporary Church and new golden figures, but it is the old ones that will live in our memories. The Church was a shell. The mosaic pavement was torn up—one picked

(Continued on Page 18.)

"Below par"

If you are run down and far from well—try **SCOTT'S Emulsion**.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion
The protector of life



SALESMAN SAM

NOT KNOWING SAM HAS ESCAPED AND GONE HOME, GUTZ MEETS THE RANSOM DEMANDS OF THE TRAMPS WHO THINK THEY STILL HOLD SAM CAPTIVE.

SO YOU GUYS WANNA MAKE SURE I'VE BROUGHT TH' WHOLE RANSOM, HUH? WELL, THERE YA ARE, GENTS.



TWO DOZEN BUNS AN' A COUPLA POUNDS OF WEENIES!



A Surprise Party

HEY, LAY OFFA TH' EATS FER A SECOND! I'VE PAID FOR TH' RELEASE O' SAM HOWDY—NOW SHOW ME WHERE HE IS!



By Small

STOP YOU BUNCH O' DOUBLE-CROSSERS! WHERE'S SAM HOWDY? GIMME BACK MY WEENIES!!





Announcing
the First
DINNER DANCE
of the Season,
TO-NIGHT.
 SPECIAL LICENCE TILL 1 A.M.
LANE, CRAWFORD, LTD.



DRESSES, SUITS, COATS and HATS

All Cleaned By

THE INTERNATIONAL DRY-CLEANING & DYEING CO.

19, Wyndham Street, Hongkong. 143, Wong Nei Chong Road, Happy Valley. 36, Nathan Road, Kowloon.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

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Oil Varnish Stains

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Oaks—Walnut
 Mahogany—Satinwood
 Rosewood—Ebony Black

Can be applied by anyone.
 Always reliable, never sticky.
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The Ideal Roofing Material.

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APPLIED COLD IN ANY WEATHER.

Full particulars from
COLFIX (FAR EAST) LTD.
 Manufacturers of Cold Emulsions.

David, Dong & Co.—General Managers.
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CORRESPONDENCE.

S.P.C.A. APPEAL.

[To The Editor of Hongkong Telegraph.]

Sir,—It is exactly 12 months since the S. P. C. A. appealed to the public of the Colony for subscriptions. The method that was then adopted was, I think, appreciated by the majority of the community and the response was sufficiently liberal to enable the Society to carry on until now. The Committee of the Society have decided to conduct another drive on similar lines, commencing on the 6th November, on which day subscription cards will be delivered to firms in the Colony for the purpose of circulating same among the members of their staffs. A Committee of Ladies have very kindly consented to distribute the cards and to collect them.

During the past year an increasing number of reports upon alleged cruelty to animals have been received from members of the public and these have been investigated. Our inspectors find that birds and beasts are still undergoing a terrible amount of unnecessary suffering; largely through thoughtlessness or lack of knowledge on the part of shopmen and coolies. Mere warnings have not proved successful, so proceedings in the Police Court have been instituted in a number of cases both in Hongkong and Kowloon. It is hoped that these proceedings, aided by the publicity given to them in the Press, will have a beneficial effect.

The Committee, in conjunction with the Boy Scouts and Girl Guides Associations have organized annual essay competitions with the object of encouraging the youth of Hongkong to take an interest in the welfare of birds and beasts.

The Dogs Home is doing good work and will shortly be greatly improved thanks to the Government, who have allowed the Society the use of an additional piece of ground upon which dogs can be exercised.

In January last a Deputation of the Committee was received by the Colonial Secretary, the Captain Superintendent of Police and other officials when the administration of the Dogs Ordinance, 1927, and other matters relative thereto were discussed. A reference to this interview was made in the Chairman's speech at the annual meeting held on the 28th March last, which was published in your columns.

Last year the Society obtained subscriptions amounting to over \$6,000.00 which, with the grant of \$2,500.00 from the Government and the very welcome donation from the Jockey Club, enabled the Society to carry on its work. At least as large an income is required for the current year.

For the past few years the Society has not enrolled members for the reason that it has regarded itself at the service of the general public and has considered that everyone is entitled to call upon it to assist in matters within its scope. A number of persons have stated that they desire to be members of the Society and it has therefore been decided to ask any subscriber to express his wish to become a member. Membership cards will be issued in due course.

The Committee have considered with approval the establishment of district sub-committees in order that the work of the Society may be more efficiently distributed throughout the territory and that there should be active workers in the various districts who will be able to direct and assist the work of the inspectors.—Yours, etc.,

D. H. BLAKE,
 President,
 S. P. C. A.

OBITUARY.

A PIONEER IN ELECTRICAL ENGINEERING.

London, Nov. 2.
 The death is reported of Sir Alexander Kennedy.—*Reuter.*

[Sir Alexander Kennedy was born in Stepney in March, 1847, son of the late Rev. John Kennedy, D.D. He was educated at the City of London School and the Royal College of Mines. After deriving practical knowledge in various engineering works he became professor of engineering in the University College, London, where he established the first engineering laboratory. He designed the electric works for lighting and power in Edinburgh, Manchester, Calcutta, Lech Leven and in parts of Japan. He was chief engineer to the Westminster Electric, Central Electric, and other large concerns. He has also written extensively on engineering and other matters.]

Romby, Nov. 2.
 Three Moslems and two Hindus were killed in a riot in a village near Truppur.—*Reuter.*

TO STAND TRIAL.

THREE CHINESE COMMITTED AT MAGISTRACY.

The hearing ended at the Magistrate's yesterday afternoon, of the case of which two men and a woman were brought before Mr. R. E. Lindell on charges arising out of an armed robbery at No. 63 Shaukiwan Road and a burglary at No. 17 Broadwood Road.

The three persons were all committed to stand their trial at the next Criminal Sessions. The first of the two men, who was not legally represented, was committed on two charges, namely one of armed robbery and one of burglary. The second man, who was represented by Mr. C. A. S. Russ, was only committed on a charge of receiving a string of pearls. Bail of \$500 was granted him by the Magistrate. The woman was committed on a charge of possession of a revolver without a licence from the Captain Superintendent of Police and also on one of receiving stolen property.

Mr. Leo D'Almada e Castro, Junior, instructed by Leo D'Almada e Castro, Senior, who appeared for the female defendant, submitted, at the conclusion of the evidence, that there was no evidence whatever on the charge of receiving stolen property. He requested his defence, but indicated that it would be on the lines that his client was ignorant of the contents of a parcel which was handed her by her brother's friend.

A Frequent Practice.

Evidence would be given, said Mr. D'Almada, to show that parcels had often been given to her by her brother and that the contents were not known to her. He added that the woman had been fourteen years in the employ of a Mr. Souza and that evidence of good character would be furnished.

In the course of the evidence yesterday afternoon, Mr. W. H. Whiteley, of No. 17 Broadwood Road, testified to the fact that a robbery took place at his house between 12.30 a.m. and 1 a.m. on September 17. He and his wife, together with a friend, left the house at about 12.30 a.m. and on returning a little while later, Mr. Whiteley found that his revolver had been stolen. The weapon, it would appear, was kept fully loaded in a holster and was kept in a cabinet, which was not locked. Mr. Whiteley mentioned that the first defendant was an ex-houseboy of his.

Mrs. Whiteley also gave evidence of the loss of a wrist watch and a string of pearls, which she identified in Court. She added that she also lost a slave bangle and about \$35 in money.

Other evidence given was of a formal nature, being as regards the recovery of certain articles from a pawnshop and as to the statements made by the various defendants when charged at No. 2 Police Station.

AUSTRALIAN STRIKE.

TWO THOUSAND UNIONISTS CLASH WITH POLICE.

Melbourne, Nov. 2.
 The police intervened when 2,000 Trade unionists threatened to attack volunteer workers at Port Melbourne. The mob ignored a volley fired over their heads and advanced with stones, whereupon police fired into them, wounding three.

A tug conveying volunteers to work was fired at from the riverside at Williamstown.—*Reuter.*

Later.
 Four trade unionists were wounded in to-day's firing, one seriously. The mounted police and police on foot used their batons freely and quickly cleared the pier. Strong trade union pickets lined the roads to the docks and intimidated the drivers. They prevented the delivery of cargoes to the ships.

Over a hundred police recently sent into the country have been recalled.—*Reuter.*

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Up to 8% grades on "top."

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Stopping at 60 M.P.H. in 3 secs.

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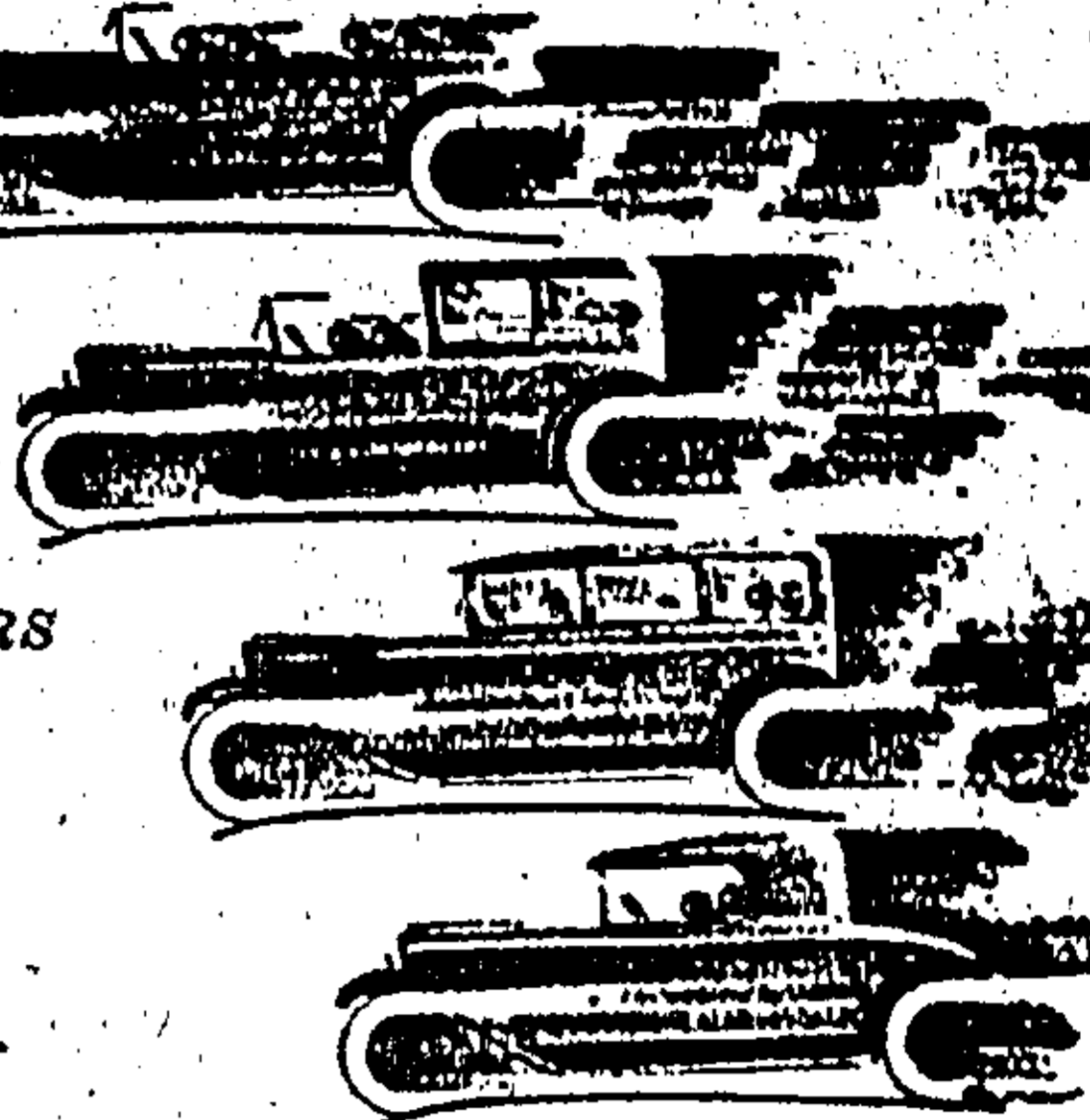
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SALOON	...	\$2,220
WEYMAN SALOON	...	\$2,350

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 New Tung Wah Hospital.
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344, 363, 371, 374, 376, 381
385, 411, 426, 427, 436

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WANTED.—Small furnished house, Peak or other attractive district. Garden essential. Advertiser willing to rent long lease. Rent must be moderate. Write Box No. 437, care of "Hongkong Telegraph."

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FOR SALE OR TO LET.—No. 8, Stewart Terrace, No. 266, the Peak, recently renovated, unfurnished, from 1st Dec, 1928, 2 reception rooms, 3 bedrooms, 2 bathrooms servants quarters, large basement. Rent \$200, monthly including taxes. Apply Holland China Trading Co.

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TO LET.—Large double room with bathroom attached, central locality, suit two bachelors or married couple, terms full board \$200.00 per month. Apply Mrs. Haugland, 4, Glenny, Tel. C.380.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

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The Hongkong Telegraph.

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SOUTH CHINA AGENCIES
Shameen—Canton
to whom all local enquiries should be addressed.

New Advertisements.

HONGKONG JOCKEY CLUB.

The Seventh Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 10th November, 1928, commencing at 2 p.m.

The First Bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis, at \$5 each, up to Friday, 9th November, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain upon application to the Secretary, badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

MACAO CHARITY AND COMMERCIAL FAIR.

The Executive Committee cordially requests the pleasure of the presence of the general public at the Inaugural Ceremony of the Fair on Saturday, 3rd November, 1928, at 9 p.m.

COL. DUARTE VEIGA, Chairman.

PUBLIC BAND CONCERT.

A Public Band Concert will be given in the

BOTANIC GARDENS

on FRIDAY, November 9th, from 5 to 6 p.m.

By the Band of the KING'S OWN SCOTTISH BORDERERS

(By kind permission of Lt.-Col. L. J. Conyn, C.M.G., D.S.O. and Officers.)

Admission to Gardens free; 50 cents to Enclosure.

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AT THE
QUEEN'S
TUESDAY NEXT
At 2.30, 5.10, 7.15 & 9.20.

CHURCH NOTICES.

To-morrow the Twenty-second Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, November 4, 1928, Twenty-second Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion 12 noon. Evensong 6 p.m. Preacher: The Dean. Social Evening in Cathedral Hall after Evensong. Union Church, Sunday, November 4th 1928, HARVEST FESTIVAL SERVICES. Preacher, Rev. F. C. Young. Morning 11 a.m. Sermon "Displacement and Transformation." Hymns, 19, 744, 691, 141. Evening, 6 p.m. Sermon "Harvest." Hymns, 145, 143, 688, 671. Harvest Gifts will be received at the Church on Saturday morning. The collection is for the Netherlands Hospital.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Everlasting Punishment." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon, Sunday, November 4th Twenty-second Sunday after Trinity. 8.15 a.m. Holy Communion. 10.30 a.m. Young Peoples Service. 11 a.m. morning Prayer and Sermon. Preacher Mr. J. H. Hunt, O.B.E. 12 noon Holy Communion. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Vicar. Wednesday 7th Evening Prayer and Address.

Gospel Hall, 8, Duddell Street Sunday, 11 a.m. Meeting for Worship. 8 p.m. Evangelistic Meeting. Wednesday, 8 p.m. Bible Study. Saturday, 8 p.m. Meeting for Prayer. S. D. A. Hall moved to China Bank Building, first floor, on corner Queen's Road and Duddell Street, no meeting Sunday night November 4.

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Saint Peter's Garden Fete.

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Mrs. R. H. Kofewall,

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at 2.30 p.m.

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(Children 10 cents.)

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Wednesday, November 7th

at 5.30 p.m.

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Admission \$2.00

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- 0240 Dance of the Blue Danube Love Lila
- 0239 Rain I Fell Head Over Heels
- 0243 O' Man River Blue Eyes
- 4831 Miss Annabelle Lee I Fell Head Over Heels
- 4828 Since I Met Mary Jane Yummy Yum Yum
- 0219 My Blue Heaven Clonk-er-ty Clonk

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MACAO FAIR GYMKHANA MEETING

Sunday, 4th November, 1928.

(Weather Permitting)

FIRST RACE AT 1.15 p.m.

Admission to Public Enclosure

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Admission to Members' Enclosure

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"LUNG SHAN" leaves on Saturday 11 a.m.

Returns 3.30 p.m.

"WING ON" leaves Saturday at 3 p.m.

Returns at 8 a.m.

"SUI AN" leaves at 8 a.m.

Returns 4 p.m.

"TAISHAN" leaves on Sunday 9.30 a.m.

Returns 5.45 p.m.

"THE LAST STRAW."

CORONER ON THE MYSTERY OF SUICIDES' MINDS.

At an inquest at Westminster on Wilfred Hickie Sanderson, aged 26, of Jermyn-street, St. James's, who threw himself from a balcony and died in Charing Cross Hospital, Mr. Harold William Sanderson, a manufacturer, of Denham, stated that his son was unmarried and went to business at Chiswick almost daily. He was comfortably off.

His son, he added, had no love affair and was temperate, but "sometimes livid and depressed."

Recording a verdict of suicide while of unsound mind, Mr. Oddie said it was an astonishing case, and difficult to explain. One never knew what was going on in the minds of suicides.

The young man had had attacks of depression, and it was quite possible, he said, that feeling livid and having cut himself while shaving, and being miserable, he thought that it was the last straw and that he must end his trouble whatever it might have been. Apparently there was no motive at all for the act, for the young man had the world before him.

Arrangements are being made by the School Empire Tour Committee for a boys' tour to New Zealand, starting on January 4.

POST OFFICE NOTICE

INWARD MAILS.		Per	Due
From	Europe via Negapatam (papers only London 4th Oct., and parcels, 27th September)	Kashmir	November 3.
Japan, Shanghai and Europe via Siberia	Hakusan Maru	November 3.	
U. S. A., Honolulu, Japan and Shanghai and Swatow	Pres. Adams	November 3.	
Manila	Sinkiang	November 3.	
U. S. A., Honolulu, Japan and Shanghai and Manila	Empress of Asia	November 4.	
Australia and Manila	Pres. McKinley	November 5.	
Japan	Taipei	November 6.	
Australia and Manila	Tanda	November 6.	
Japan and Shanghai	Himalaya Maru	November 6.	
U. S. A., Honolulu, Japan, and Shanghai	General Motzinger	November 6.	
Saigon	Korea Maru	November 6.	
Japan	Andre Lohon	November 6.	
Europe via Suez, letters and papers, London 11th October and parcels	Rakuyo Maru	November 7.	
4th October			
Straits	Malwa	November 8.	
Manila	Katori Maru	November 11.	
Australia and Manila	Pres. McKinley	November 12.	
	Tango Maru	November 15.	
OUTWARD MAILS.		Per	Date and Time.
For	Tonkin	Sat., Nov. 3, 2.30 p.m.	
Haiphong	Winglee	Sat., Nov. 3, 2.30 p.m.	
Fort Bayard	Kong So	Sat., Nov. 3, 4 p.m.	
Sam Shui and Wuchow	Pres. Adams	Sat., Nov. 3, 5 p.m.	
Manila	Tilawa	Sat., Nov. 3, 5 p.m.	
Amoy	Kashmir	Sat., Nov. 3, 5 p.m.	
Japan	Kashmir	Sat., Nov. 3, 5 p.m.	
Shanghai and Europe via Siberia, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles	Hakusan Maru	Sat., Nov. 3.	
	Registration	5 p.m.	
	Letters	4.30 p.m.	
	G. P. O.		
	Registration	4.15 p.m.	
	Letters	4 p.m.	
	(Due Marseilles, 2nd Dec.)		
Macao	Taishan	Sun., Nov. 4, 8.45 a.m.	
Bangkok via Swatow	Kaigan	Sun., Nov. 4, 9 a.m.	
Swatow, Amoy and Formosa	Hozan Maru	Sun., Nov. 4, 9 a.m.	
Japan	Agra	Sun., Nov. 4, 9 a.m.	
Saigon	Gleeson	Sun., Nov. 4, 9 a.m.	
Straits	Selaian	Sun., Nov. 4, 9 a.m.	
Manila, Sandakan, Australia and New Zealand via Thursday Island	Parcels	Sun., Nov. 4, 9 a.m.	
	Arakura	Mon., Nov. 5.	
	Registration	8.45 a.m.	
	Letters	8.30 a.m.	
	(Due Thursday Island 26th Nov.)		
Swatow	Hydrangea	Mon., Nov. 5, 2.30 p.m.	

*Correspondence bearing vessel's name only.

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On The Hongkong Telegraph

SATURDAY NOV. 3, 1928

LABOUR TRIUMPHS.

Whilst it does not necessarily follow that the results of the Municipal Elections at Home may be taken as an index of what is likely to happen at the coming General Parliamentary Election, the very substantial Labour gains recorded in the municipal contests yesterday cannot be brushed aside as of no account. Indeed, they are likely to be viewed with some measure of concern by the Conservatives and Liberals. The fact that throughout the country professed Labourites have succeeded in winning 188 seats, against losses totalling only twenty, is certainly proof positive that the ratepayers are not at all scared by the raising of the Socialist bogey. A good deal has been made at Home of the point that these Labour candidates have in many instances deliberately concealed their true political beliefs, but we hardly think that is the case to any marked extent. Our experience of municipal elections is that the Labour nominee usually makes it quite clear what his colours are, far more so indeed than his opponents. One of the features of the Labour organisations at Home is that they extend their operations into the sphere of local as well as Parliamentary government, whereas Liberals and Conservatives lay far less stress on their political leanings. Whether it is good or bad that politics should be brought into municipal government is another question. The point we wish to emphasise is that the ratepayers usually have no misconceptions regarding the views and opinions of Labour candidates.

Another matter which has been again and again raised at election-time is that where Labour gains control of local authorities, the rates almost invariably go up. Mismanagement and reckless expenditure are cited as the usual consequences of Labour rule, whilst some critics do not hesitate to add a further indictment of jobbery, which the unbiased observer will probably pass over as not being worthy of serious consideration. In view of the magnitude of the anti-Labour campaign, both in the Press and on the platform, it must, however, be considered all the more significant that the Labourites should secure such sweeping successes in the elections just concluded. The results attained certainly show that

the voters are not scared at the prospects of Labour rule in local government, even if it be true that higher rates may be a consequence thereof.

We started out by saying that the experience of the Municipal Elections may not be repeated when it comes to the far more important Parliamentary contests next year. But whilst it is early yet to forecast the probable result of the General Election, there cannot be the slightest doubt that Labour will be greatly encouraged by its latest successes. Moreover, it must not be overlooked that in these Municipal Elections the Labourites were in most instances pitted against a solid Conservative-Liberal alliance; and the question naturally suggests itself how the Conservatives are likely to fare in the Parliamentary elections, standing on their own feet, when they do so badly, even with the aid of Liberals, in the Municipal contests. What with the succession of reverses in bye-elections, the Conservatives must be feeling somewhat chastened at the moment.

A Bricklaying Comedy.

One of the principal qualifications for membership of the Bricklayers' Union, we imagine, is a mathematical turn of mind sufficiently developed to ensure the laying of not more than a certain number of bricks in a given time. Mr. Winston Churchill long ago mastered this art of juggling with figures until they appear to be reasonable and therefore seems eminently suited to become a bricklayer. In any case, we feel sure he will be accorded the full support of the masses in resisting his expulsion from the Union. The Chancellor's experiments in the making of bricks without straw appear to have avoided the purview of those members who object to his presence in the Union, while they have also missed another angle of the joke, that he may have to take up his new-found trade seriously after the General Election next year. However bitter a pill "Winnie" may be to swallow, it is deplorable to find Trade Unionists lacking in sense of humour and in sympathy with a man who they hope soon to leave with plenty of spare time on his hands.

The U. S. Election.

Senator Glass's complaints of the conduct of the irresponsibles of both the Democratic and Republican parties in the U. S. presidential campaign, are a trifle belated. The country goes to the poll on Tuesday next, and in countless instances party walls are broken by the calculated misrepresentation of political agents. America is by no means free of that curious type of mentality which not only believes the first lying tale in circulation, but embellishes the subject with great gusto in passing it on to his neighbour. How far the discreditable side of the campaign has affected the public mind cannot be judged even by the figures themselves, but it is certain that the influence will, in the extreme paucity of real issues, be considerable. Latterly, the contest appears to have resolved itself into a struggle between Governor Smith's personality, and the achievements of Mr. Hoover and the Republican Party. The result may be America's answer to the charge of materialism, though it is to be noted that Hoover is still a warm favourite.

EXCHANGE RATES.

London, Nov. 2.	
Paris	124.10
Brussels	34.80
Amsterdam	12.09 1/2
Berlin	20.38
Copenhagen	18.19
Vienna	34.47 1/2
Helsingfors	19.24
Lisbon	107 1/2
Bucharest	80 1/2
Buenos Aires	47 1/2
Shanghai	2 1/4
Yokohama	1 1/2 1/2
New York	48 1/2
Geneva	25.20
Milan	92.40
Stockholm	18.14
Oslo	18.19
Prague	16.83
Madrid	30.06 1/2
Athens	87 1/2
Rio	529 1/2
Bombay	1 1/2 1/4
Hongkong	2 1/4
Silver (spot)	20 3/4
Silver (forward)	20 3/4

British Wireless.

DAY BY DAY.

HE IS POOR WHOSE EXPENSES EXCEED HIS INCOME.—*La Bruyere.*

The name of Dr. G. E. Rowan has been added to the list of medical practitioners.

It is notified that the name of the China Mining and Metal Company, Limited, has been struck off the Register.

Yesterday's return of notifiable diseases shows two cases of small-pox and one each of diphtheria and typhoid. All were Chinese.

His Excellency the Officer Administering the Government has reappointed Mr. E. L. Agassiz to be Official Receiver in Bankruptcy.

About Hong Kong

Do you know that—
Three classes of Chinese speaking different dialects were amongst the early settlers of the Colony.

According to Elial, the town of Kowloon was formed by settlers speaking the Cantonese dialect, called Puntis (Punti, aboriginal). These Puntis also occupied the hamlets of Matalau (near Kowloon City), Kwantailau (East Point), and Wongneicheong on the Island of Hongkong, and to them were added later on the hamlets of Sookumpoo, Tanglungchau and Pokfulam.

Sometime after the Puntis had occupied the best portions of Kowloon and Hongkong, settlers from the north-west of the Canton provinces, speaking a different dialect, called Hakka (lit. strangers) began to push their way between Puntis settlements. Thus the Hakka villages of Mongkok, Tsapatsai, Tsamshatui, and Matalau were formed on Kowloon Peninsula, and on Hongkong Island the hamlets of Hunglunglou, Tunglovan, Tylantuk, Shaiwan, Hokokai, Wongmakok and Little Hongkong. Hamlets were also formed by the Hakka at Tai-koktsui, Hokun and Tokawan on Kowloon and at Tsatstai, Shuiwangwan, Wongkoktsui and Akungnam on the Island of Hongkong.

Later on, natives speaking another dialect (Swatow) settled at Shaikwan, Tekawan, Hungnam and Yumtali. These were sea-faring men called Hoklos.

Richard Dix' thrilling picture of romance and the prize ring will be shown for the last time to-day at the Queen's Theatre. "We're in the Navy Now" at the World, and "Honour Bound" at the Star, are also having their final screenings to-day.

Amongst the passengers who arrived here by the P. and O. liner Kashmir from Home were Mrs. G. Acland, Mrs. R. H. Douglas, Capt. A. F. Howard, Lieut. T. K. Walker, Mr. L. G. Blackburn, Miss E. B. Blackburn, Mr. L. T. Durrant and Mr. R. Taylor.

The following forthcoming weddings are announced.—Mr. Paul Heesch, marine officer of the s.s. Norviken, to Miss G. Nilsen, of Horton, Norway; Doctor W. K. Dunscombe, Hongkong Club, to Miss K. Corday, arriving here by the s.s. Tango Maru.

Three lots of Crown land are to be sold at the P.W.D. offices on the 15th instant. They are Kowloon Inland Lot 2154 (about 3,625 square feet, upset price \$7,931), Kowloon Inland Lot 2155 (8,840 square feet, upset price \$18,260), and New Kowloon Inland Lot 1187 (4,320 square feet, upset price \$8,480).

The annual bazaar of the Canadian Institute (the Italian Convent and its branches), extending over two days, was formally opened by Lady Ho Tung this morning. Lady Ho Tung, who was accompanied by Sir Robert, was received on behalf of the sisters of the Convent by His Lordship Bishop Valtera.

The health bulletin of Eastern ports for the week-ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: (Plague)—Bombay (1), Colombo (1), Beirut (1), Baghdad (2), Tuglao (1), Chibara, Calcutta (28), Madras (31), Canton (1), Small-pox, Basrah (3), Bombay (2), Madras (1), Negapatam (2), Pondicherry (4), Batavia (1), Sourabaya (1), Pnom Penh (2), Saigon (2), Shanghai (3), Dairen (1), Baghdad (1).

ON BEING SOMEONE ELSE.

Some Thoughts on an Interesting Subject.

The other evening after dinner I was edging my way out of a restaurant and toward a high glass door which gave quietly on to a warm ballroom where music sang in cascade and rippled, when a waiter appeared suddenly like a sudden, mangle, slightly by a pool and asked me if I were Sir Arthur Cook. I was alone. I was tempted, but just in time I declined the knightship.

I crossed the ballroom, a com-monor, and stood in the deep carpeted air of an empty corridor. I wondered what it would be like to be Sir Arthur. I pondered, and in the end I could come to only two conclusions: one, that I should not even then be free from bills; two, that even if I myself did not know what it was to be Sir Arthur, the waiter had clearly thought Sir Arthur was like me!

Indeed, I was consoling myself with this flattering thought when a woman wearing a blue apron under a shabby coat and, hat shining in Dickensian abundance and heartiness like a pickled cabbage, came out of a doorway marked "Service" and shouted to me across the corridor: "Bert, run and tell Lizzy, Mr. Jennings says he ain't going to wait any longer for them iced, there's a duck."

I will say this for her: she quickly realised I was neither Herbert nor the duck. But the mischief had been done. From Knightship to Kitchen, it was a headline in itself. As far as the world is concerned, Sir Arthur, Herbert, myself and the duck are one and the same person; and if ever I complain of my lot and wish to change places with Sir Arthur, or if Herbert ever wants to leave the ducks and change places with me, the fulfilment of the wishes is clear.

Nevertheless, the desire to be someone else persists among mankind. One recalls, in Shakespeare, where indeed one hears of very nearly everything: "Wishing me like to one more rich in hope."

Featured like him, like him with friends' posset. We have our masques, our carnivals, our processions and our ceremonies. If an enthusiast organizes some amateur theatricals, he is surrounded by hopeful people who believe they are born actors. They long to be someone else. Everyone secretly believes he can act if he will just perfunctorily, determinately, decide to do so! And this is the strange argument trotted out by older people when their young people want to go on the stage: "My dear, I too thought I could act when I was your age. In fact, my recitation of 'The Schooner Casperus' when I was nine was thought very promising."

They still think they can act, these good people. And act they do, but not in the way they secretly imagine. Again we find ourselves in Shakespeare: "One man in his time plays many parts."

When are we being "ourselves"? When are we playing a part? How many times have you imagined some dramatic event in which you are playing the leading role? I, for one, will admit imagining myself in all sorts of heroic attitudes. Sometimes picture myself performing alarming feats in the air—though I have never been near an aeroplane in my life.

What man does not carry another heroic self about with him? Every Sanchó has his Quixote; every Hyde his Dr. Jekyll. In youth we are intolerant of the faults of others and are unaware of our own; older, we incline to tolerate the faults of others, often because we have discovered, and stereotyped our own. We say with Burns contritely: "Oh wad some power the gittle gie us— To see oursel's as others see us!"

To see oursel's as others see us! But we don't mean it. It is our naive way of saying, "If only other people could see us as we see ourselves!" Only this afternoon I saw an amusing example of this. A friend of mine, a man of the most tragic demeanour, rebuked the artist who was painting his portrait: "You have made me stern and sad-looking, whereas you know

my happy temperament and how I am always smiling." "Authors have this advantage over other people," they can pretend in their writings to be quite different from what they really are; they can present themselves as hide, or as in the case of some modern writers, worst of all, as they really are.

It is a S. P. poses as the strong, hearty adventurer. Walter Scott becomes the Laird. Balzac writes about the society he is never rich enough to live in; Pío Baroja, the Basque Basque, travels the roads of Spain, intrigues in its monasteries and taverns, fights in its civil wars, plays the vagabond, the smuggler and the soldier of fortune—and as a baker by trade, living a pale and modest life in Madrid.

I remember his tone of resignation one morning when he confessed to me: "I write about the life I wanted to live, about the person I wanted to be: it is certain that if I had been able to live such a life or to be such a person I should not have liked it, and would have wanted to be someone else."

In one sense, of course, a man is what he likes. The Englishman must be a bit of a lord if he loves a lord. The American must be a bit of a millionaire if he admires a millionaire. What difference is there between a king's man and the man called a king? A difference as imaginary as the equator line; and no subtler than the difference between a Kentish man and a man of Kent.

I hear an actress has been saying she spends so much of her time being other people that she has no time to be herself. Of all people, actors and actresses should be able to tell us if there really is any advantage in being someone else. I suspect the advantages are slight, for actors and actresses, although exceedingly charming people, are often the most blasé of mortals. They have been "everything." Their "self-expression" is convenient and fashionable term—is found to be self-suppression. Artists in all the arts are constantly represented as having enviable opportunities for "self-expression."

Yet an artist of calibre will tell you that the masters of his art are noted for their ability to eliminate self. When they give us "personal" experience, they are small; when they give us universal experience, they attain greatness. Have not the greatest men and women the shortest biographies? We are still faced with the problem of the John. Their number has grown since the day of Oliver Wendell Holmes. There are not only John as he thinks he is, John as they think he is, John as we see him, but countless other Johns. Endless Johns appearing every minute: we are faced with the fact that a man's endeavours are bent on projecting himself to the nth degree.

He calls upon art and experience, imagination and invention to enlarge his individuality and to multiply it. Twenty years ago a man could multiply a part of himself—his speech—to an audience of five thousand people. Radio discovers he actually multiplies his speech millions of times. Television will multiply his face—terrifying thought!—billions of times. It once took three weeks and much longer to cross the Atlantic. It now takes three days. There seems nothing to prevent it being done in three minutes. Shall we ever learn to be in London and New York at the same moment? After all, to the intelligence New York is "here" and London is "here," but not to the senses. The senses are always the lag-gards, and invention is trying to do for them what intelligence and vision were able to do long ago. The intelligence has always believed the prophets and the poets. Says Homer: "Elihenor, how hast thou come beneath the darkness and the shadow? Thou hast come fleetly on foot than I in any black ship." The senses will not credit it. And in the same way they tell us that if we could only be kidge we should be different. But we are finding out that we are kidge; we are not limited to the scope of Sir Arthur, Herbert or the duck. V. S. P.

PASSPORT RULES.

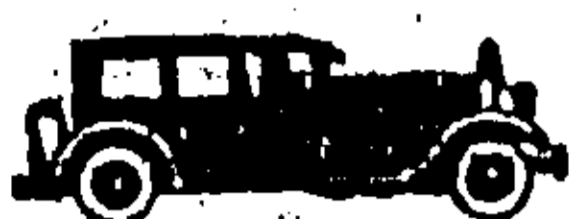
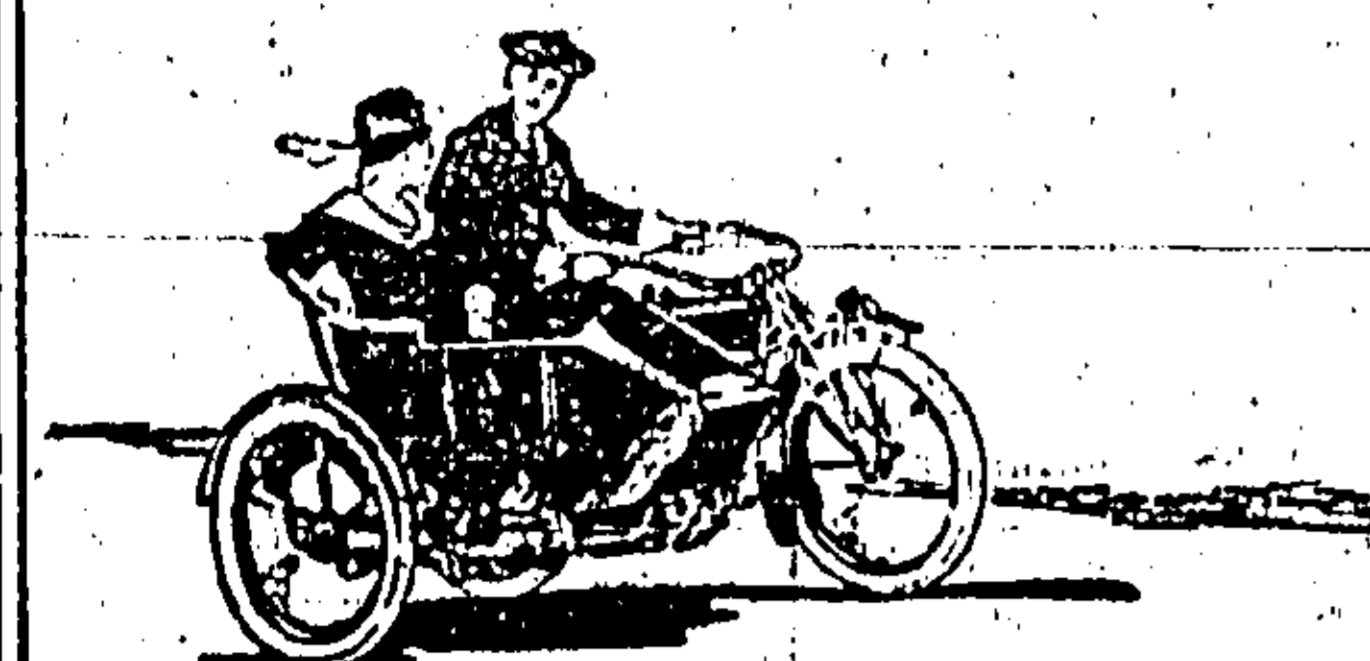
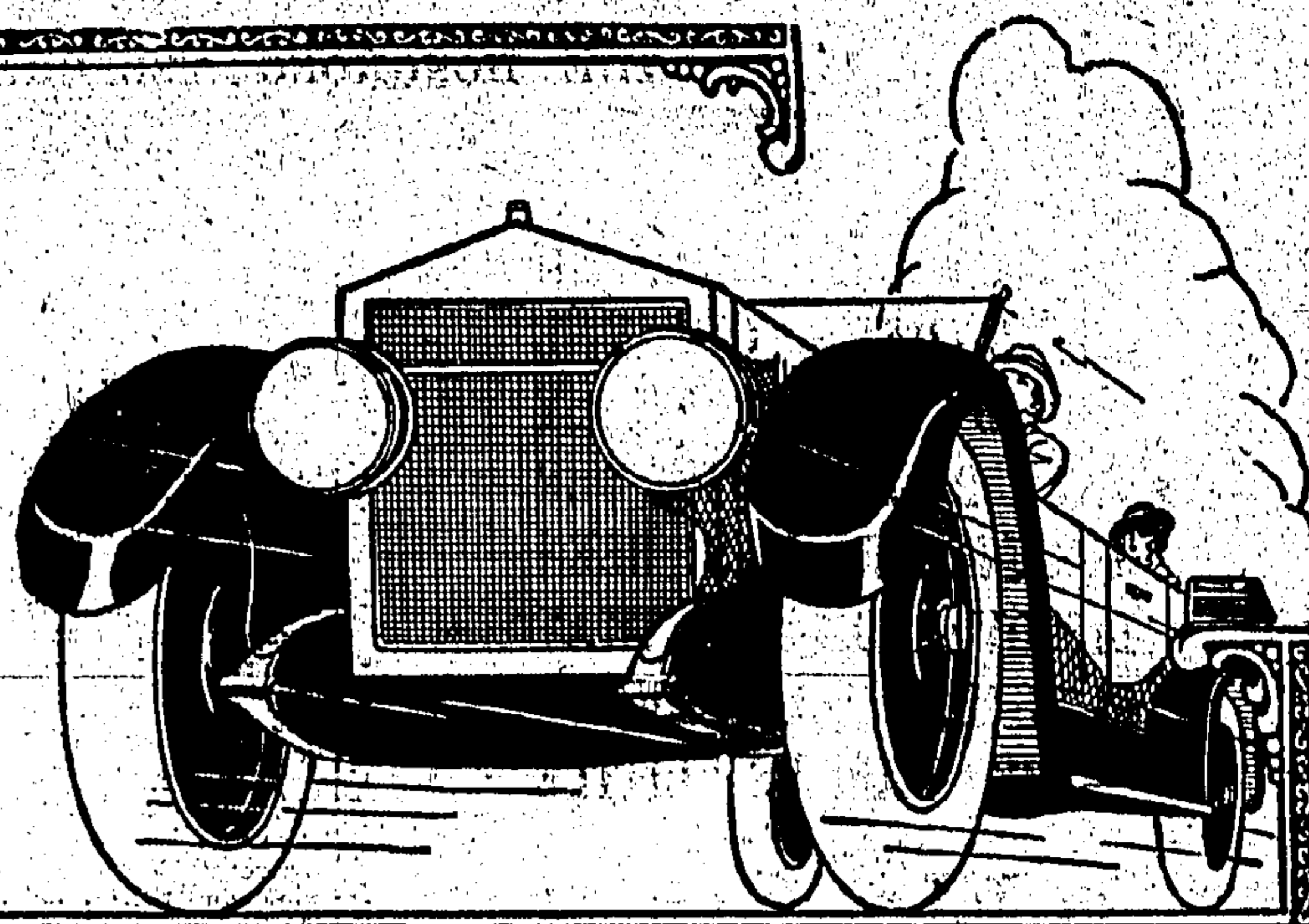
IMPORTANT GOVERNMENT NOTIFICATION.

It is notified that as from 1st January, 1929, no Emergency Certificate of Nationality or Police Permit to leave the Colony will be issued to British subjects or non-

British subjects for travel to any non-British territory. All British subjects, more especially Indians, who intend to travel to other places after their arrival in Hongkong should obtain passports in their "country" of origin as the Hongkong Passport Office will not issue passports to persons who are not domiciled in Hongkong without previous reference to their country of origin.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 3rd NOVEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Canton's Progress.

Those who knew Canton of old, must surely note with admiration the steps taken of recent years to modernise the city. Not so very long ago, the famous narrow streets made it utterly impossible for modern transport methods to be employed. In spite of all the trouble which this vast populated centre has experienced, good roads have been built, and the motor car made its appearance. The initial step of progress met with severe opposition, owing to ricksha pullers protesting, and at times taking the matter into their own hands in respect of motor vehicles. This position was overcome, and the number of motor vehicles increased. Public bus services began to function, but the vehicles were of the smaller type, and could not compare with the larger and up-to-date type employed in every other progressive city in the world. That the Municipal Council of Canton is progressive, is indicated by the fact that an order has just been placed for a fleet of ten of the famous Thornycroft buses built to carry 24 passengers.

Sound Enterprise.

The decision to adopt such a modern type of public vehicle as that produced by Messrs. Thornycroft, shows a far-sightedness which speaks well for the future of Canton and adjacent districts. Modern and effective transportation is, perhaps, the primary requirement of any progressive city or locality, and the presence of mechanical transportation provides the surest inducement to the development of adjoining districts. A modern bus service does not remain on limited routes for any length of time, but expands to other areas, thus opening up districts to trade along economical and speedy lines. It must be a source of utmost satisfaction to know that Canton has begun to march with the times, and that those responsible for the city's progress, have now shown the most commendable enterprise in inaugurating such a service as this new fleet of Thornycrofts will provide. The matter of communications is one of China's greatest problems, but it may be safely asserted, that Canton will now set an example, which will be of the greatest possible assistance in opening up other districts, thereby encouraging trade and prosperity.

Emergency Services.

We are glad to note that the recently adopted additions to local Traffic Regulations emphasise the necessity for all traffic to immediately give way to fire-fighting machines and ambulances. We have frequently drawn attention in these notes to the fact that fire appliances and ambulances are at times obstructed owing to drivers of ordinary vehicles ignoring the warning sirens or bells, and emphasis has been laid on the need of setting a few examples of such obstructions. With either service, it is absolutely imperative that the scene of the fire or accident be reached with all possible speed, and drivers of local vehicles must have this thoroughly impressed upon them. We have even seen an ambulance held up while a tram-car remained stationary for passengers to alight and ascend. This sort of thing must not be tolerated, because a few minutes delay in arriving to render first-aid, or remove injured people

to hospital may easily mean the difference between life and death. And the same argument applies to the Fire Service.

Privileges Abused.

Quite a number of local motorists and motor cyclists have been granted special permission to use roads not ordinarily used by vehicular traffic, the reason being to allow them to drive direct to their residences. Such a privilege is granted on the express understanding that every car shall be equipped, and that pedestrians shall not be subjected to annoyance or danger therefrom. In most cases, people to whom this favour has been granted, have the intelligence and decency to strictly observe caution, but we are sorry to say that there is a minority who delight in speeding and driving dangerously. When a privilege is abused, there is only one thing to do, and that is to withdraw it, although we imagine that in the event of such action, the motorists concerned would consider that they had been harshly dealt with. This is certainly not our opinion, for there can be no sympathy for any individual whose behaviour is sufficiently irresponsible to warrant the authorities stepping in to control it.

Sheko Road.

At the junction of Sheko Road with the main Island Road, it has always been necessary to exercise the greatest caution, partly on account of the narrow cutting on the Shaui-kan side of the Sheko Road opening, and partly due to the blind corner. It is most gratifying to know, that following suggestions made by the Hongkong Automobile Association, the road is being widened by cutting away a portion of the adjoining hillside, the effect of which will be to give a better range of vision, at the same time providing considerably more traffic space. This work has already been commenced.

Kowloon Traffic.

It becomes increasingly evident that traffic arrangements at the Kowloon Ferry will need drastic revision in the very near future. At the present time, every inch of parking space for private vehicles is taken up, and what with buses, taxis, public hire cars, rickshas and other traffic, the congestion at the busy hours of the day is a problem calling for early solution. With the Peninsula Hotel almost ready for opening, it is quite obvious that the question will become even more acute.

Scheme Shelved.

We believe that the scheme which was drawn up some time ago, has been shelved in the meantime, but it is to be hoped that the delay in dealing with such an urgent matter will not be unnecessarily long. Kowloon has grown so rapidly, especially from the traffic point of view, that every effort should be made to speed up the improvement which is called for at the Ferry approach.

Local Licences.

According to latest figures, it is interesting to note the following classes of vehicles licensed in Hongkong.

Public Hire Vehicles	482
Private Vehicles	1103
Commercial Lorries	291
Motor Cycles	476

TYRE SERVICE.

Firestone System.

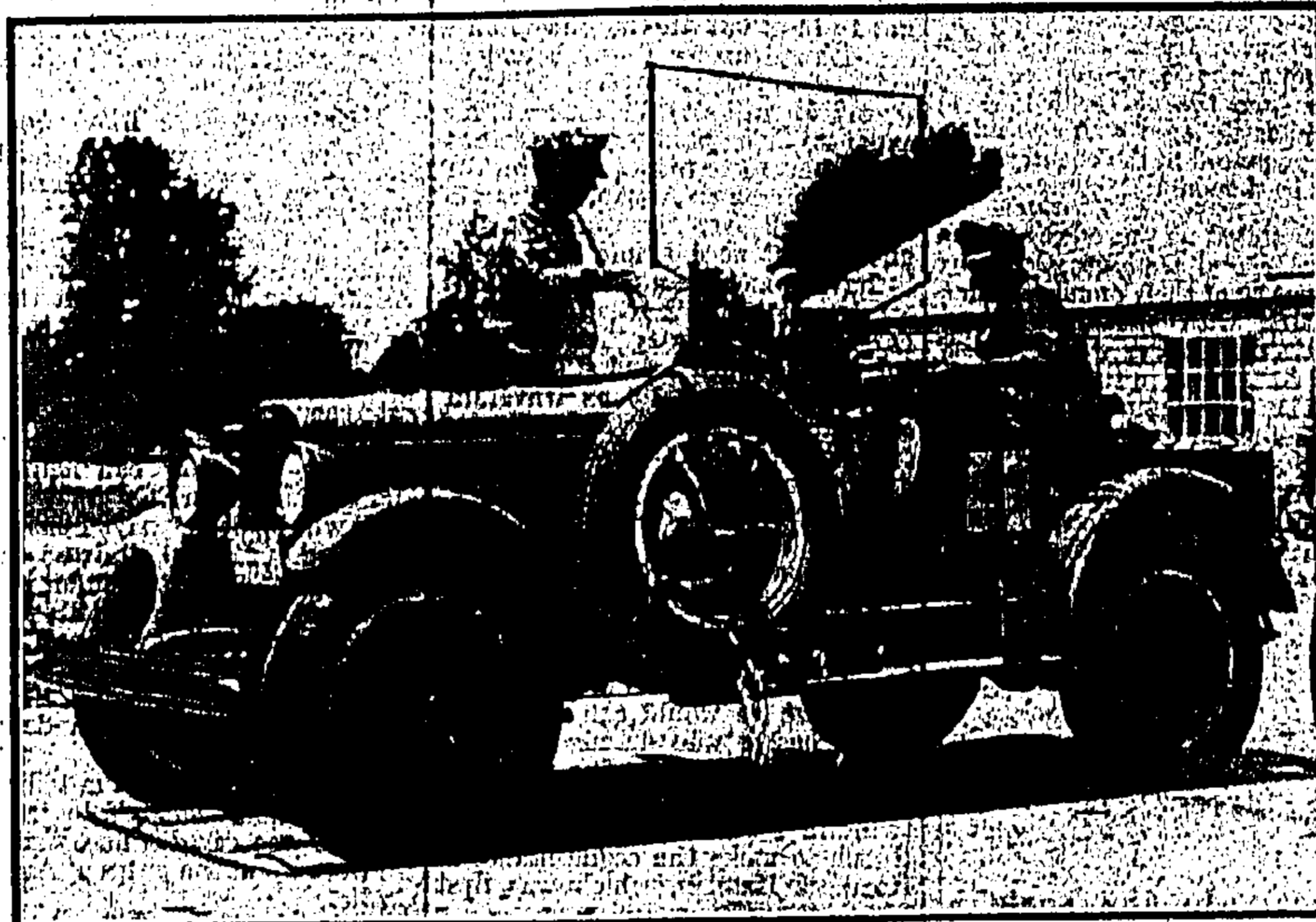
Tyre service rendered by Firestone dealers is designed to save you money and serve you better. Thousands of motorists have learned from experience that this service is responsible for many extra miles from each Firestone Tyre.

In the first place, a Firestone service dealer uses Firestone equipment and the Firestone method of tyre repairing. That is why it is possible to guarantee results from every job that is undertaken.

Firestone Tyre Service includes: checking air pressure, aligning wheels, inspecting rim, inspecting tyres and giving helpful advice. Every detail is handled by men thoroughly familiar with Firestone principles. They know they have a

reputation for quality and dependability to uphold, and they take pride in doing the best work. Every car owner should avail himself of the opportunity that is offered to regularly check up on the condition of his tyres. If he did this, he would not only save money on repair bills, but would get many extra miles of trouble-free service from his tyres.

U.S. ARMY EMPLOYS CHEVROLETS.



One of the U. S. Army's cross country Chevrolet's, capable of traversing ditches and rough ground, equipped with the latest portable radio transmitter and receiving outfit to be used in communication between the various units of the new motorized force of the Army when on the march.

WOMEN DRIVERS.

Interesting Report Given.

ACCIDENT CAUSES.

Hartford, Conn. U.S.A. Sept. 26th.—Women are behind the wheel in only five per cent. of the automobile accidents in the country, according to a survey just completed here. The percentage is based on a study made by the Travellers Insurance Company here into several thousands of claims covering 30 states.

The most troublesome part of driving for women, according to the survey, is parking, for one out of every five women involved in auto accidents struck a parked car.

Intersections also are the bane of women, for one out of every five of the low five per cent. got into a scrape at crossings. Such mishaps, the insurance company believes, may have occurred from a misunderstanding as to what constitutes the right of way.

Another bugbear for women drivers is driving into or out of their garages, or backing out of driveways. One out of every 11 women involved in auto accidents had this item against her.

Loss of control is another cause of accident, but turning around proves to be even a harder task for women. One out of 13 of the unlucky five per cent. comes in this field.

In Washington, D. C. recently it was found that 85 per cent. of the auto drivers are men, but that this group is responsible for 91 per cent. of the auto accidents. In San Francisco, where 20 per cent. of the drivers are women, it is found they are responsible for only 5 per cent. of the accidents.

But the insurance company concludes that women as a rule are not in the custom of driving during the hours of greatest traffic, when there is greatest liability for accident, and that they do not drive as many miles each year, on the average, as do men.

MORE RECORDS.

Studebaker's Fresh Laurels.

Official recognition of five new world speed and endurance records made by an American stock car has just been granted by the International Association of Recognized Automobile Clubs in Paris, according to the Contest Board of the American Automobile Association, Washington, D.C., U.S.A.

The new world records were all made by a strictly stock Studebaker President Eight Roadster, one of the four Studebaker President Eight models which covered 30,000 miles on the Atlantic City Speedway near New York July 21-August 9 at sustained average speeds ranging from 64 to 68 miles per hour.

International recognition was accorded the records made by the fastest of the four cars at five periods during the run. The new marks are as follows: 10,000 miles,

average speed 68.82 m.p.h.; 15,000 miles, average speed 68.59 m.p.h.; 20,000 miles, average speed 68.55 m.p.h.; 25,000 miles, average speed 68.47 m.p.h.; 30,000 miles, average speed 68.37 m.p.h.

According to A. H. Means, secretary of the Contest Board of the American Automobile Association, the International Association does not differentiate between special built racing cars and stock cars in record trials. Thus the new world records made by the Studebaker President exceed all previous racing car performance and are the best for any class of car for all time.

During the course of their run the four Studebakers shattered all previous records for fully equipped stock cars from 3,000 to 30,000 miles. The official record distances for 3,000, 4,000 and 5,000 miles were accorded recognition as American records by the International authority. At these distances the President Eight averaged 68.71, 68.72 and 68.81 miles per hour respectively.

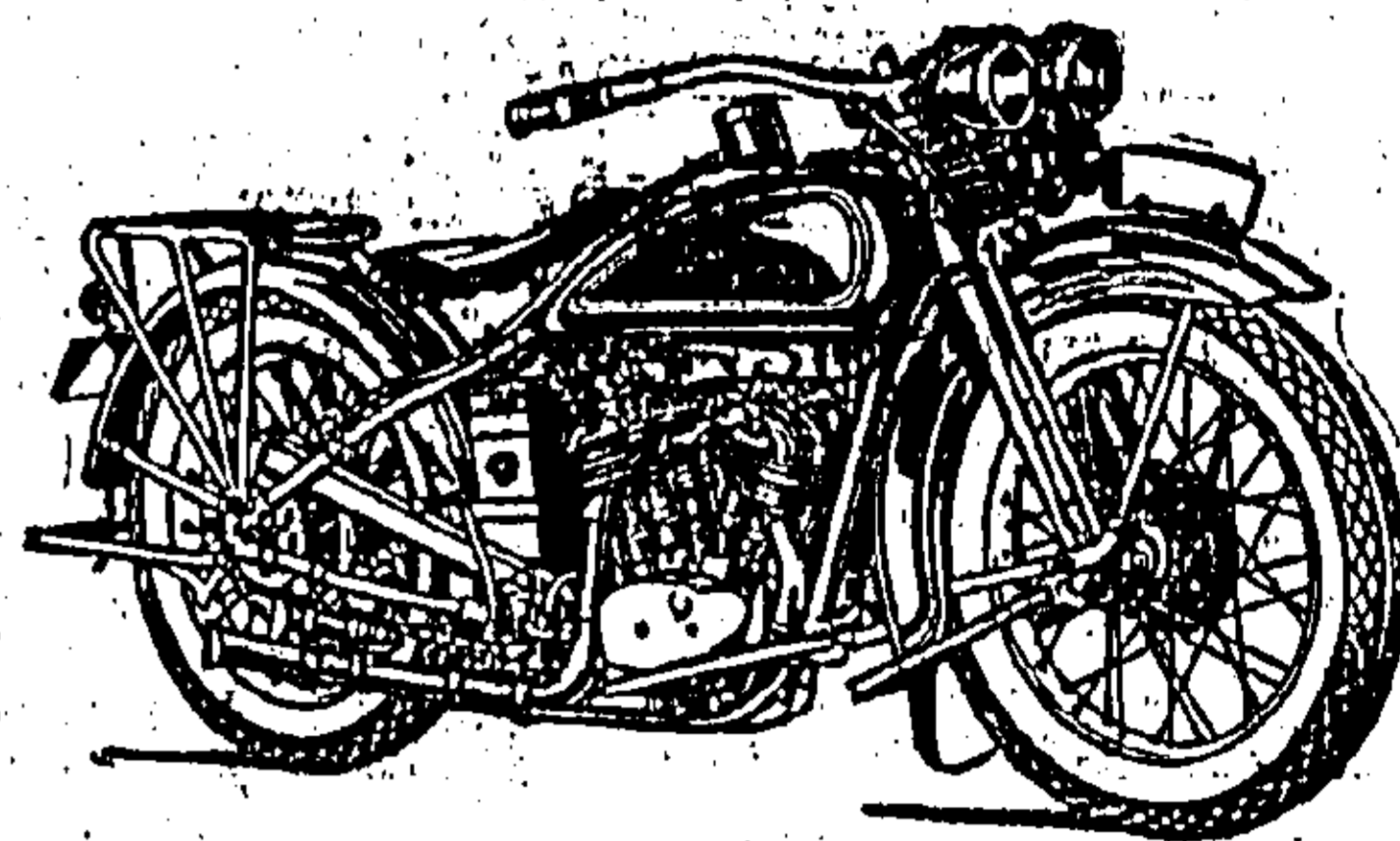
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COOLING WELCOME FOR MOTORISTS.



Motorists staying over at Potomac park in Washington, D.C. get a refreshing welcome. A large portable bathing pool has been set up for their benefit. It is built in two sections and can be put up in two hours.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

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SWONDERS OF THE
WORLD" WERE FIRST
TALKED ABOUT, ANOTHER
WONDER HAS BEEN
DISCOVERED—AND THAT
IS STILL "A SEVEN"
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AUSTIN "SEVEN"

*The Champion
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The sturdy little car which reduces
the cost of motoring to the barest
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LUCAS "MOTORALITIES"

The best of Everything.

"King of the Road" Motor Horn.

No. 38T	\$16.50
No. 38A with 33" Flexible Tubing	25.00
No. 60T Motor-cycle	10.00

Automatic Screen Wiper.

No. 27 Complete	15.00
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"King of the Road" Safety Observation

Mirrors.

Type 150 Round. Dia. of Mirror 5 3/4"	8.00
Type 160 Rectangular. Dia. of Mirror 6 1/4" x 3 1/4"	.....	8.00
Type 11 Round. Motor-cycle	.....	5.00

"Milam" (all Moulded) Batteries

"MILAM" MEANS MOULDED
IN
LUCAS ACID-PROOF MATERIAL.

Type ST W II A AMP. 126 14 1/2 x 6 1/2 x 9 1/2 for Morris & Morris Com. & Armstrong 18 hp.	.....	55.00
WSM5A " 80 16 1/2 x 6 1/2 x 10 1/2 for Morris Cowley (earlier models)	.....	55.00
STW9E " 51 Special for Austin "7"	.....	27.00
LJW1E " 20 4 1/2 x 3 1/2 x 5 1/2 Motor Cycle with fittings	16.00

"Girder" Wrenches

No. 91 Length 4 1/2" Jaws open 1 1/2" Gun Block finish	2.75
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"King of the Road" Electric Horns.

No. 5 —12V Complete with Buttons	20.00
3c— 6V " "	12.05

Electric Bulbs.

D 1236—12V 36 & 6 watts Double-Filament for Clyno	2.50
6V or 12V D. C. or B. C. 18-24 watts	1.50
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THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4739.

PNEUMATIC TYRES.

Better for Heavy Vehicles.

The increasing tendency to equip heavy vehicles with pneumatic tyres, to which attention has been drawn in the Correspondence columns of *The Times* (London) has been emphasized by manufacturers.

Sir George Beharrell, managing director of the Dunlop Rubber Company, said that the growth of the use of pneumatic tyres on heavy vehicles might be judged from the fact that the weekly production today was not far short of the annual production five or six years ago. The giant pneumatic tyres which were now being manufactured were the result of considerable scientific work, and their value in regard to the life and maintenance of vehicles and the reduction of noise and vibration was generally admitted. These advantages, coupled with the rebate which was to come in operation under the Finance Act, had stimulated the tendency towards the new form of equipment which was now being applied to all types of road transport, from the light delivery van to the heavy vehicle. The transfer from the old solid tyre to the pneumatic tyre was, perhaps, more pronounced in the country than it was in London.

It was stated at the offices of the London General Omnibus Company that about 50 of their omnibuses had been fitted with pneumatic tyres, and that the number would be increased to 175 before the end of the year. The new equipment is being introduced as an experiment, on the result of which will depend a more extensive use of pneumatic tyres among the 4,200 omnibuses which the company have running within the Greater London area.

MODERN MACHINERY

That's why our repair
service is better.

LANE, CRAWFORD'S
Ring C. 3193—Garage

ACCESSORIES

A big display of "Oxide" and "Lucas" storage batteries suitable for all cars. Also accessories of all kinds for motorcars and cycles such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brackelling, jacks, foot pumps, wrenches, &c., &c. All at exceptionally low prices. Call and inspect **THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building. Tel. C.577.**

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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10% Off Motor Car Insurance
Free Legal Advice.
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B. A. C. and A. A. London.

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Membership, etc. to:
REV. G. E. S. UPSDELL
Hon. Secretary.
C/o "Hongkong Telegraph"

THE GHOST HUNTER.

Into the Occult on Four Wheels.

[By Richard Carol.]

Now I'm tellin' ye folks, there's no more lawabidin', respectable body than Jock McAllister. That's me, ye ken. And as for wantin' to declamate turkey and goose and chickens and other two-legged folk like human bodies, that's no me a bit. Yet here I am scootin' all over the country in a wee motorcar. And d'ye ken what I'm after chasin'?' I'll bet ye canna guess. Give it up? Weel, it's ... ghosts.

The Cause of it All.
Ay, and it's all because o' ma Aunt Deborah. She was a bit o' a crank was Deborah and she demised six week ago last Thursday, leavin' ma her entire fortune on conditions. Ay, and I'm tellin' ye, ye'll no' can guess the conditions. Ye ken, I've got to hunt out all the ghosts on a list drawn up by Deborah and d'na best to give them a bit help and report when it's all finished. wi', ma expenses being paid out o' the estate. So thinks I to mazel, after pickin' out the places on a map, if I've got to scoot all over the country after ghosts that need helpin' I'm going to have a motorcar paid out o' the estate. So along I goes to a motorcar man and says I: "I want a car for helpin' ghosts, and it'll need to be a wee car for I'll be traversin' some awful wee roads and it'll need to be a strong car for the roads is key up and down and awful rough."

And he says: "I've got just the car for ye." And he looks awful honest so I takes it. Then I got another man and in three days what I didna ken about that wee motorcar was no' worth kennin'. So one fine day—at least I suppose ye would call it fine, it being just a wee drizzle—I packs ma bag, gets out ma fine motorcar and after about half an hour's twiddlin' I was off in grand style to Hooch to make the acquaintance o' Headless Hamish, which was first on ma list.

Low Finance.
Weel, after a maist interestin' journey in which I displayed ma motorin' talents magnificently, I arrived at Hooch pushin' the wee car, it no' being very heavy, the petrol tank being empty. W' considerable aplomb, I discovered "The Hame o' Hamish," and approached the genial host, which was no' as genial as I thought, for he actually asked me seven shillins for ma bed and breakfast. They ay do that when they see ye've got a car, ye yon.

"Six-and six," says I firm.
"I'm no' a whale for argument," says he affable, and I took ma portmanteau out the car and brought it in.
Whiles I partook o' a vera average supper, I enquired o' the wee lassie about Headless Hamish and she informed me he'd been in fine, form lately. Thinks I that's fine, and I was up to ma bed early.

Weel, it would be just between twelve and one when I hears a queer noise and ... ay, there was Headless Hamish.
"Hullo," says I affable.
"Hullo," says he, in a queer sort o' croak which was no' to be wondered at accordin' to his epi ... epi ... bits o' his vocal apparatus anyway, was missin'.

"Sit ye down on ma bed," says I.
"I've come to help ye, that's to say if ye want only help."

A Little Help.
"Have ye thought?" says he. Then he adds awfully mournful: "Ay, I want help right enough."

IN EMERGENCY.

Good Brakes Needed.

A FEW USEFUL HINTS.

[By Israel Klein.]

While we hope never to meet up with an emergency, we should always be prepared for one. That, in automotive parlance, means one thing—good brakes. An emergency implies danger and danger implies the necessity of well-kept, efficient brakes.

One of the major precautions toward having the brakes ready for an emergency is going easy on them when they're not so urgently needed. Too often do we see a motorist speeding through traffic, when he should be taking a steadier gait, and slamming on the brakes at crossings for short stops.

This is not only hard on the brakes, it's hard on the engine and hard on the body of the car. But, above all, it helps burn out the brake linings and throw the brakes out of adjustment sooner than is called for.

A sudden stop not only wears out the brake lining more than judicious use of the brakes does, but it plays havoc with the tyres as well. It locks the wheels, grates the tyres across the rough pavement and tears out a chunk of rubber that means much shorter life for the tyres.

"That's fine," says I, thinkin' o' the fortune, "and what'll be the nature o' the help?"

"I want ma head," says he. "It's terrible being without a head, ye ken, Maister."

"Maister," I intersperse polite: "Maister, McAllister," says he. "Ye've nae idea what it means. Ye see, the McArrows cut it off in the yard here about three hunder year ago as far as I can mind, and left my body in the yard, but they took ma head and stuck it on the gate o' the auld castle o' Auchore. And as ye can imagine, I canna find it y mazel, so I've got to haunt here without it. But Maister McAllister, between ourselves, I'm no' fond o' auntin'."

"But," says I, maist interested, "what about yer union? Will it no' give ye a help?"

Union Prefers Disunion.

"Union?" croaks Headless Hamish. "Maister," McAllister, have ye had any experience o' the Union o' Ghosts and other Supernatural Phenomena? "I can take ma word for it they're no' going to help. Ye see, if I got ma head I could get awa' frae this auntin' business and they've no' got snee many headless ghosts in their books that they can let me go. But if ye can help me, Maister McAllister, ...

"It will be done," says I easy, and I jumped out o' bed at dressed; for ye see, I hadna been keen on helpin' Hamish in ma nightshirt.

"Come wi' me," says I, and I took him to ma car. "Dae ye ken the way?"

"Aye," says he, "I can describe it to ye."

So up we went, and I'm telling ye Hamish's auld bones fair rattled. But the wee car did fine, and soon we were up at the gates o' Auchore Castle.

"I've heard," says Hamish, just rattlin' wi' excitement, "that ma head was chucked into a whinbush just by the right gate-post."

So I searched and searched and soon I came across a fine skull which I presented to Hamish. Wi' quiverin' hands he fixed it on.

"Na," he says, wi' dole, "that's no' mine. It doesna fit."

So I hunted awhile, and found another fine skull.

"Is this it?" says I and he tries it on.

"Aye," says he, speakin' right through now. "Och, that's fine, Maister McAllister. Can ye take me back now? I've a few things I want to pick up afore I get awa'."

Och, it was an amazing ride through the night, wi' the wee car skiddin' over the road and the clouds scuddin' over the moon and auld Hamish jist chuckin' awa' to himself like mad at what the union would say when they found he'd got his head without them.

When we got back he grinned all over his naked face.

A Spook Testimonial.
"Maister, McAllister," says he, "I'm awful grateful to ye for yer help and I must say ye're a maist superlative driver o' a motorcar. I've never met a better."

He was awa'. Think I, a maist discernin' host was Hamish, till I minded they didna have motorcars in his days. Still, that doesna prevent his criticism o' ma ability frae being correct. No. A maist discernin' ghost was Headless Hamish o' Hooch.

It is therefore both safe and economical to judge our driving speed with the traffic ahead, and move along at an even gait.

Hills are another source of detriment to brakes. A driver is inclined to put his left foot down on the clutch pedal and let the car "o sailing down." But when he has to apply the brakes he find he has to use much more pressure and keep the pedal down longer to slow down on a hill than on a level stretch.

The result is burning brake bands and the danger of throwing the brakes altogether out of adjustment.

The way to go down a long or steep hill is to get into low gear, keep the clutch engaged and let the engine act as brake. If the car, even under such control, accelerates too much, then the brakes may be applied occasionally to slow it down.

Another way to save the brakes for emergencies is not to use them too much in ordinary stopping. Especially is this important in wet weather.

The way to stop a car is to keep the clutch engaged in high while slowing down, up to the point where further engagement of the clutch would stall the engine.

That's as low as five miles an hour on the average auto. At this speed, only a slight pressure on the brake pedal is enough to stop the car, and little wear is taken off the brake lining.

In wet weather this is the only way to stop a car, if skidding is to be prevented.

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Three series.
16 enclosed models, 6 open models.
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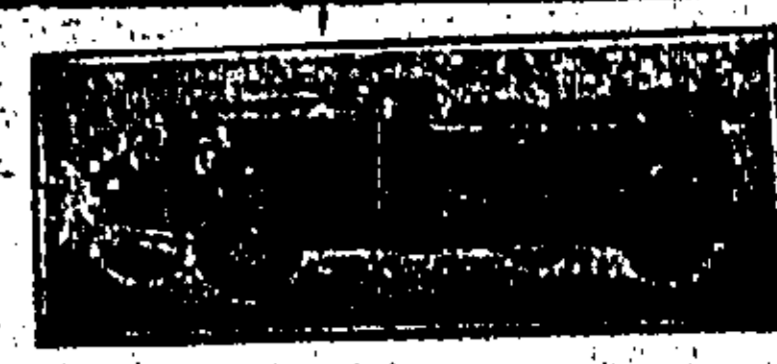
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CHARACTER:—
More power and greater speed.
Fuel Economy.
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All cars with spare tyre & complete set of tools &c.

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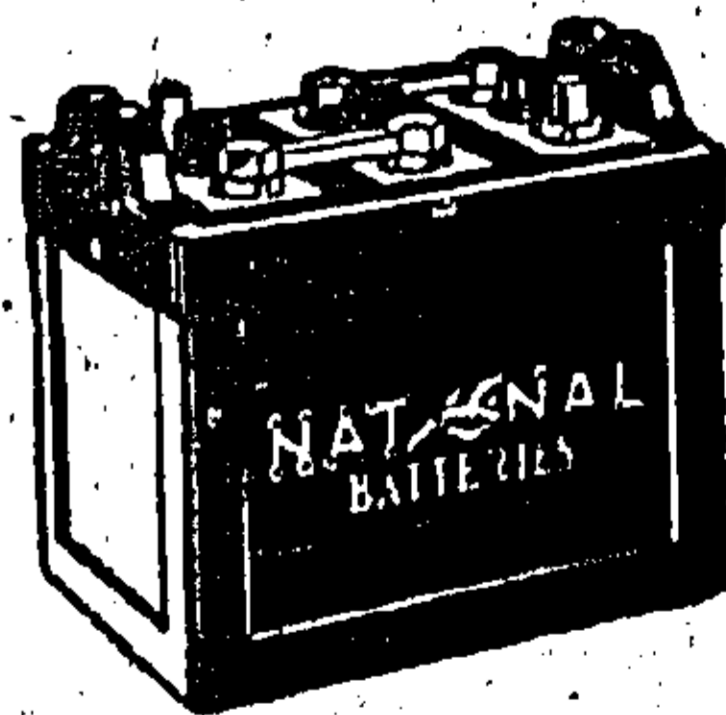
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613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6,	\$32.50
615BF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127BF	Dodge before 1928, Graham Truck.	\$45.00

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CARS EXCEED FARMS.

Iowa has more automobiles than it has farms, reports the state department of agriculture. Automobiles owned on farms last year was 212,913, an increase of 4,150 over last year.

OLDEST AUTO SOUGHT.

The National Automobile Chamber of Commerce is offering a prize for the oldest automobile in the United States. The winner will have the opportunity of showing his car at the New York Auto Show in January.

HIGH POWER PLANES.

NOT SO HARD!

George Bernard Shaw knows his English. The only way to pronounce the word "automobile" correctly is to call it a motor car, he says.

WINDSHIELDS CLEARED.

Thirteen states prohibit by law the practice of putting stickers on windshields, while agencies of nearly all other states are actively engaged ordering the stickers off, for safety's sake.

\$16,000,000 A MILE.

A new road, contemplated by Boston, will extend two miles through the downtown section and will cost \$32,000,000.

WOMEN DO LEARN.

A "motor institute" recently conducted in Seattle, Wash., brought an attendance of more than 1,000. Ten per cent. were men.

The total newspaper advertising bill of the American automobile industry within the last 20 years is estimated to run close to \$800,000,000.

BIG ROAD PROGRAMME.

Mississippi has launched a road building programme, entailing the expenditure of \$60,000,000 and the construction of 2,500 miles of hard surfaced roads.

FRANCE TAKES MORE.

Imports of American automobiles into France, during the first quarter of 1928, were double those of the same period in 1927, reports the U.S. Department of Commerce.

HINTS FOR THE MOTORIST

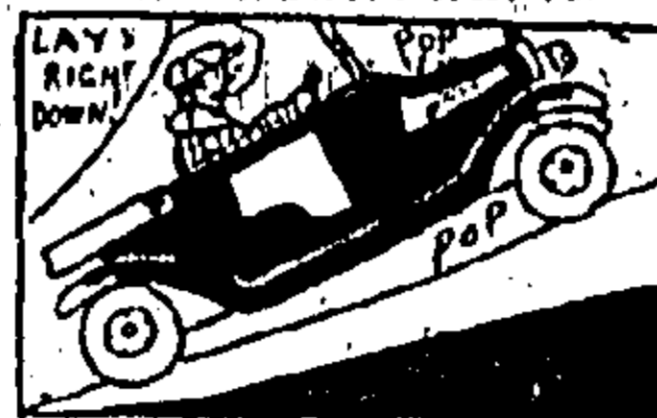
ALBERT L. CLOUGH
LOOKING THE USED CAR IN THE MOUTH.

The above title implies similarity between the procedure of picking out a horse and of selecting a used car. They are alike in that both articles have seen the effects of age and service and it is for the buyer to form a judgment as to how much money he is willing to pay for the potential transportation left in them. Assuming that the prospective car buyer has a chance to inspect and try out a car, which is offered him, its engine should receive his first attention. Nearly all year, which an engine suffers, can be taken up by adjustment or minor replacement, except that of its cylinder walls. This can only be compensated for by renewing the surfaces of the cylinder bores and it is most unwise to buy a car with an engine having badly worn cylinders. After a road test and the removal of its spark-plugs any of them show oil fouling, it will not be prudent to consider this engine further. Even though no over-oiling is detected, unless each cylinder when hand-cranked, shows nearly perfect, sustained retention of its charge during its compression stroke, such an engine had better be eliminated as a possible "buy" because of the presumption that its cylinders are worn out. True cylinders with properly fitting pistons are the basic requirement of a good engine. Shabbiness, lack of power and braking ability or a noisy engine are too obvious deterrents to require more than a few simple but less obvious things upon which some idea can be founded as to a used car's condition. If it is in good repair, it will not "grind" excessively on the lower gears and reverse. It will not rattle badly on poor roads, with its tyres fully inflated. Its steering wheel cannot be turned but very slightly, without deflecting the front wheels. There will be no noticeable jerk and sudden noise when it is changed from forward movement to reverse and from reverse to low gear. It is inadvisable to buy a car built by a defunct manufacturer or to buy any car without checking up its number with some disinterested source of information, to make sure of its year of manufacture. Lists are available which give current market prices of cars of all makes, models and years.

Won't Take the Hills.
Question.—When pulling any grade of ordinary steepness, the

engine of my car "lays down" and sometimes backfires, but on level going there is no such trouble. Carburetion and ignition have been inspected but nothing wrong can be found. What do you think is the matter?

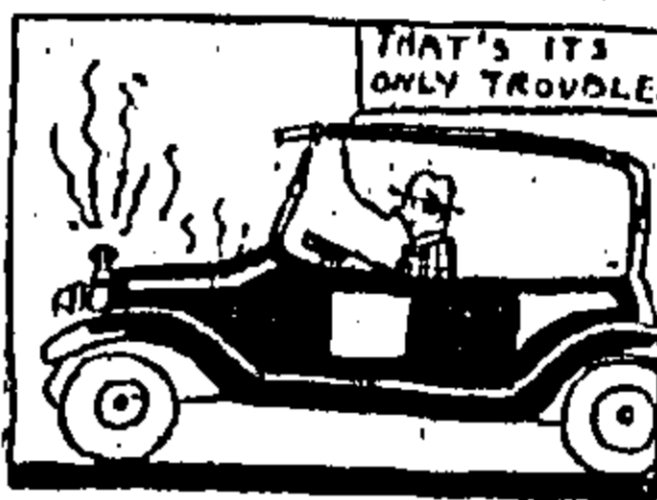
Answer: Our guess is that this is a case of inadequate fuel feed to the carburetor. The feed is doubtless sufficient to supply the fuel needed for running on the level, but not enough to furnish gasoline for hard pulling. You better check up the filter screens of the carburetor and vacuum-tank once more and make a test as to the freedom with which gasoline runs into the carburetor. If this trouble is not caused by lack of fuel, it may be due to a poor engine compression. The tightness of the cylinders can be checked up by handcranking.



Installing Piston-Rings.

Answer to J. D. B.: Ford piston-rings should be so placed in their grooves that the name "Ford" reads right side up, when the piston is held head up.

Cause of Overheating.



Question.—What is the reason for a—engine heating up, although the radiator has been removed—and the valves ground? It runs O. K. in all respects but overheating.

Answer: Ignition too much retarded would cause overheating, but it would also cut down the power markedly. Faulty rubber hose connections, slipping pump and fan belt, poor quality of engine oil, tightly fitted bearings after overhauling and poorly sustained compression in the cylinders are all possible causes of this trouble.

MORE, BETTER ROADS.

At the close of this year, it is estimated, the United States will have more than 600,000 miles of surfaced highways. Of this, about 32,000 miles will be in completed roads of the federal aid system.

RACK SAVES MILLIONS.

A double-deck loading rack for transportation of automobiles by rail, it is estimated, has saved the automobile industry \$10,000,000 a year since its use. Twice the number of cars can be put on a single flat-car, than formerly, by this method.

STRAINING GEARS.

Excess Starter Power.

Starters that go off with a bang strain the teeth of the flywheel gear and may cause one of them to chip off. The condition usually is due to the battery being too energetic and the obvious solution is to cut down the charging rate, if the trouble is chronic.

One way to spare the flywheel gear and to counteract the excess power of the battery is to waste current when stepping on the starter pedal or button. This is easily accomplished through switching on the headlights and sounding the horn. Using the cigar lighter will help. In fact, anything that consumes current will cut down the amount available for the starter.

Never place the gears in low in order to stop the starter from being too energetic. If the starter is made to pull the car it will be calmed down considerably but this will not help the flywheel gear. Rather the process will strain it more.

CAR PERFORMANCES.

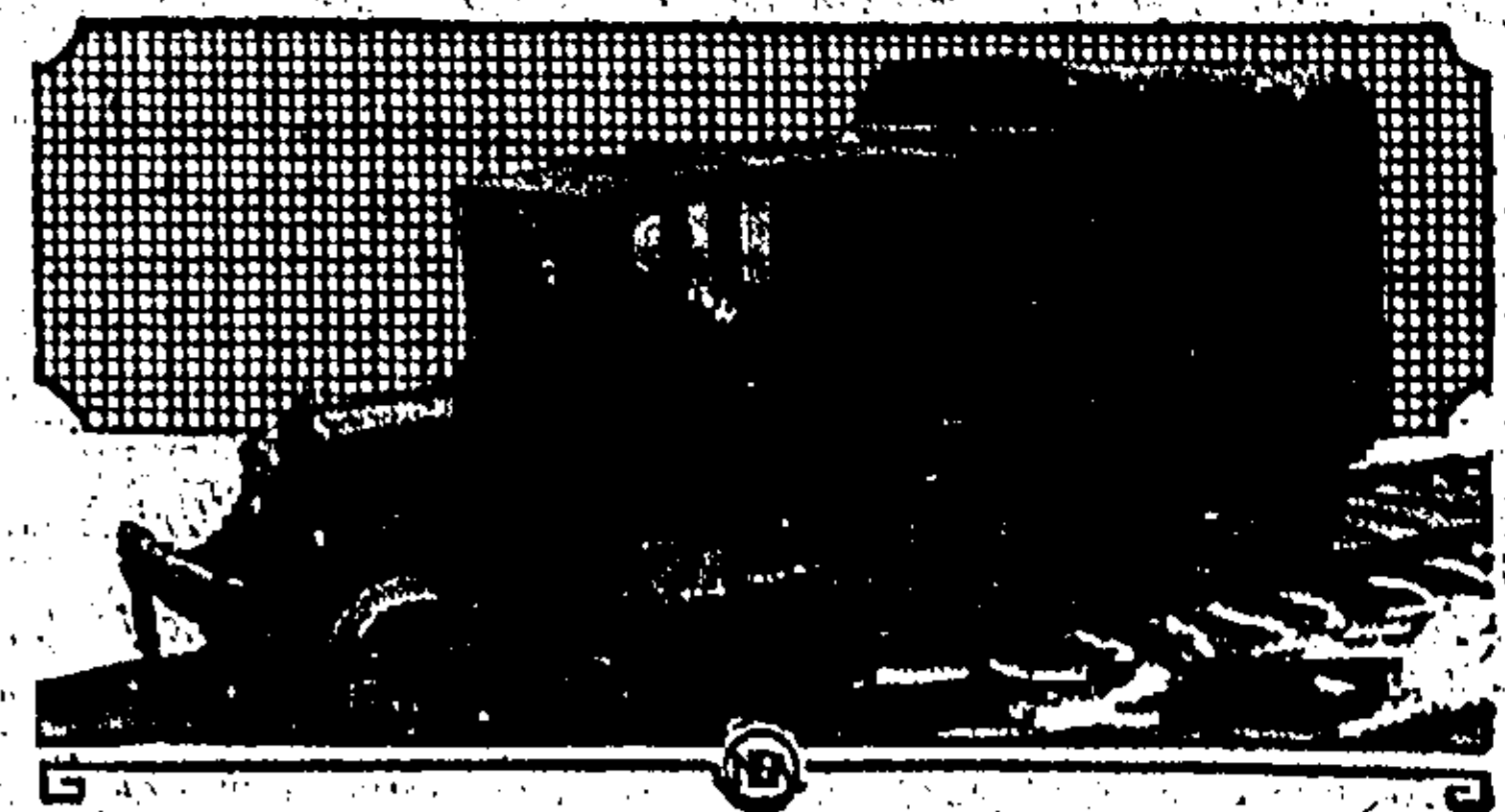
Weather Bureau Checks Variations.

Detroit, Sept. 24. While the United States weather prophets forecast the weather, there's one weather bureau here that "hindcasts" it. It's the bureau maintained by General Motors at its proving grounds near here.

Instruments of all kinds keep permanent tab on the weather, not only by day but by the hour. Then, when it is found that the same car has performed differently, although under what would be exactly the same conditions, the report of this weather bureau is looked up for the two days concerned.

Most likely it is found that it rained on one day, while it was extremely dry and warm the other—which would have quite a lot to do with varying performance.

NOVEL LITTLE MAIL TRAIN.



The above motor car and trailer serves as the passenger and mail service in one of the way-back districts of Oregon, U. S. A.

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Incorporated in England

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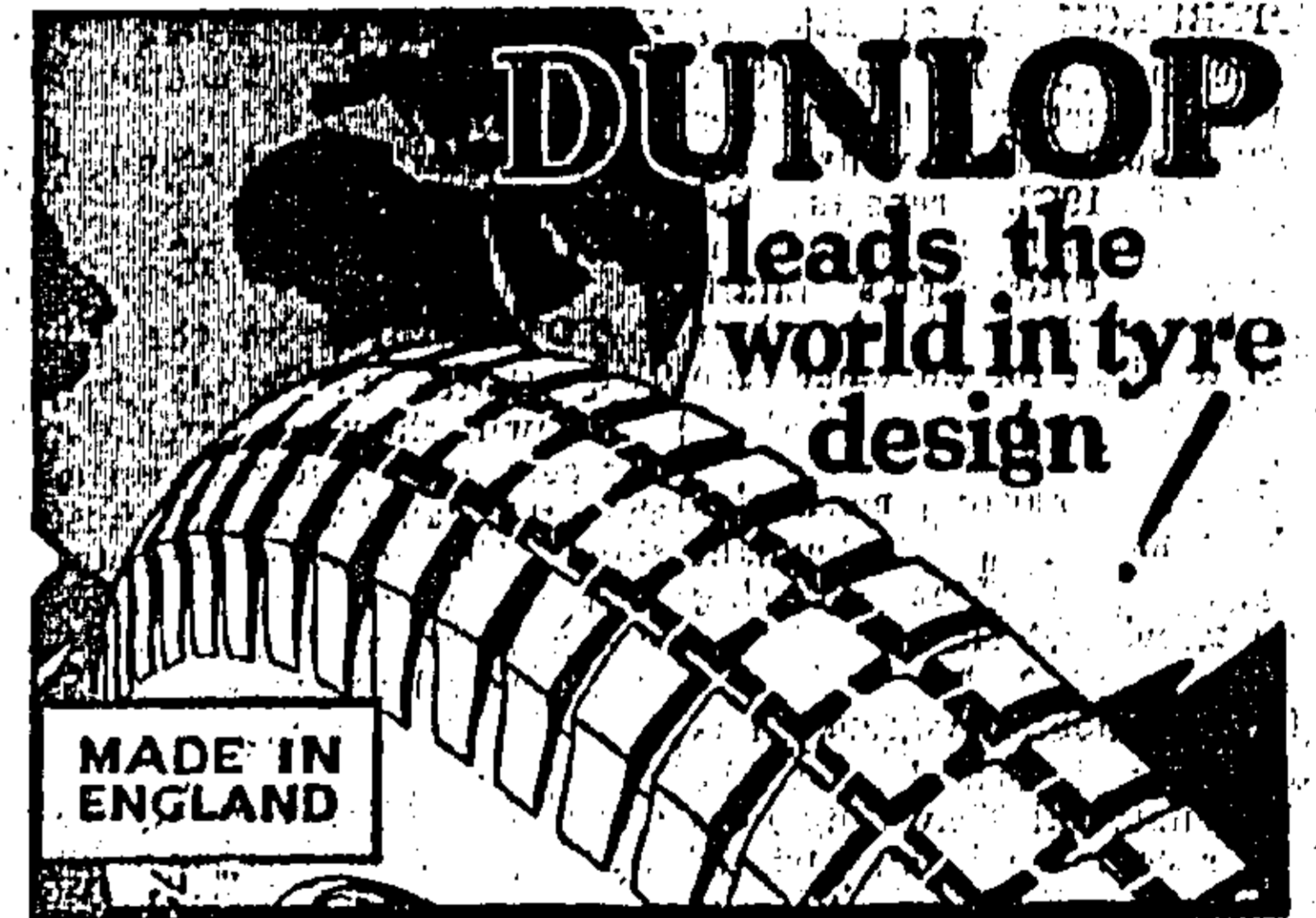
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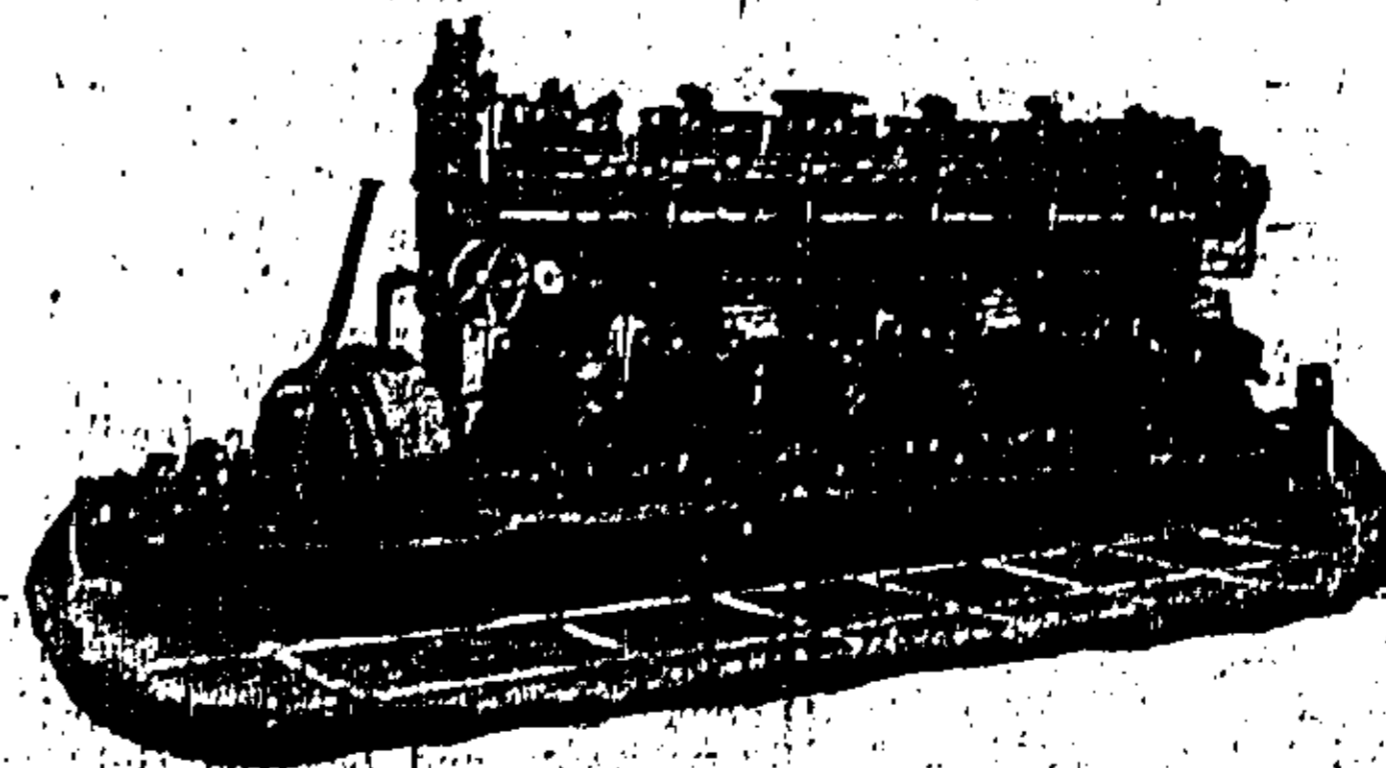


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Variable Speed Governor—range from '3 to full speed.
Fuel Consumption '4 lb. per B.H.P. hour.

Built in many sizes.
36 to 500 B.H.P.

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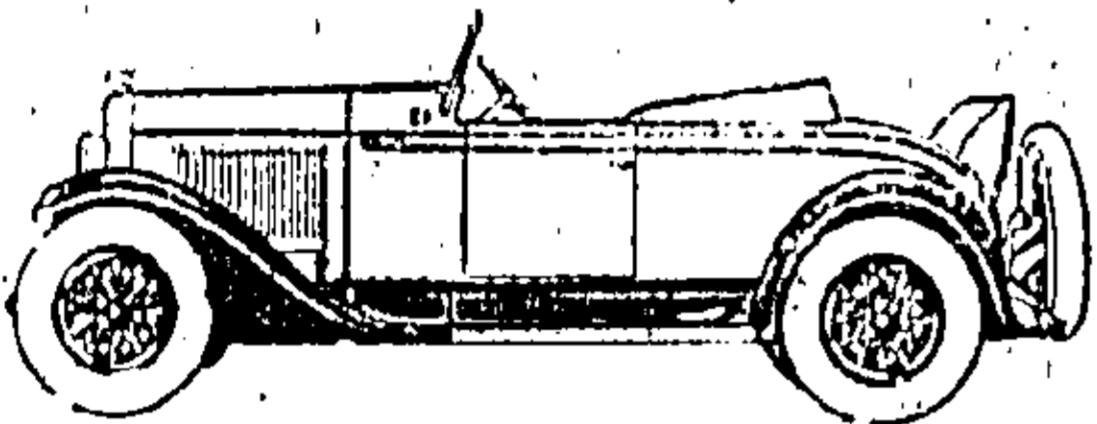
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TESTIFY TO THE SUPREME VALUE OF
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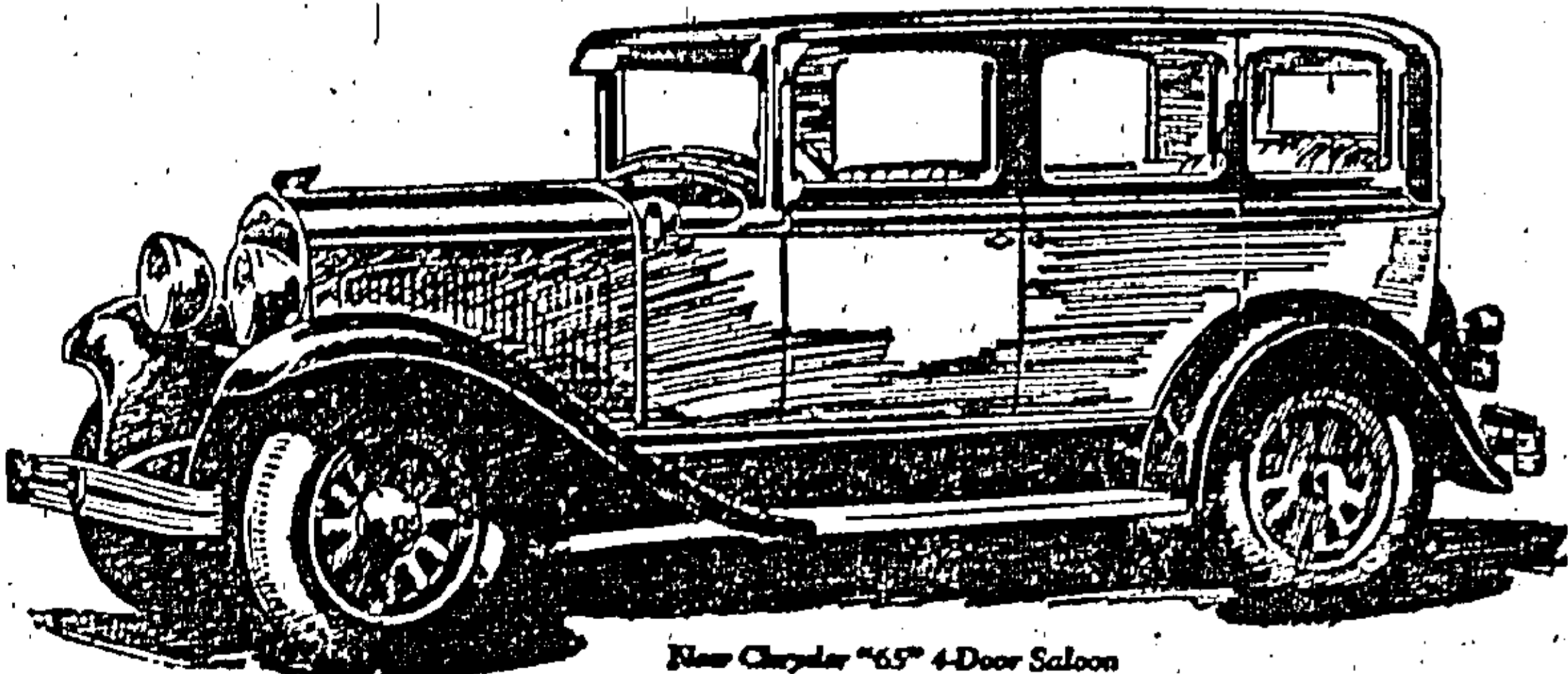
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TEMPORARY GARAGE ... WANCHAI

New CHRYSLER "65"



New Chrysler "65" 4-Door Saloon

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouette—new "air-wing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lower hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

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VALVE TIMING
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A tremendous increase in power
in a motor already the most
powerful of its size in the world.



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

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THE RACING CAR.

Is There a Speed Limit?

How fast can an automobile go? This question, it is believed by General Motors engineers, will never be definitely answered. For all practical purposes the automobile's speed has been developed far enough, but in the opinion of the automotive engineers there is really no limit to the speed of a motor car under proper conditions.

When Ray Keech, holder of the world's automobile speed record, pushed the mark up to 207.55 miles an hour with the famous Triplex at Daytona Beach, Florida, passing the amazing record of 206.95 set by Captain Malcolm Campbell, he caused only a slight flurry of excitement in the motor world. Automotive experts never get excited over a broken speed record, because they know it will soon be surpassed.

The theoretically highest speed of a racing automobile is its velocity under certain perfect conditions, according to the experts. The nerves and skill of the driver, the conditions of the course, and the atmospheric conditions must be at their best. The motor must function perfectly and every part of the car must stand up under the strain of extreme mechanically induced velocities. The course too must be long enough to permit the car to have reached its highest velocity at the time it enters on its timed mile.

The theoretically fastest car is one which has the most powerful engine that could be built and is so designed that the atmospheric resistance which it encounters by reason of its terrific velocity has been reduced to the lowest theoretical minimum. In addition it must be so designed that it will hold to the course.

It is the opinion of designers of racing cars that a speed of 250 miles an hour will some day be attained. Some of them say the speed will climb to 300 miles per hour and there are those who believe that somebody will build a car of limitless speed. The latter group believes that there is no limit if the power can be increased and wind resistance reduced. Those are the two factors that limit the speed of the motor car, they contend. They do not mean that there will be a car without an actual speed limit—that there is no deadline in the rate of automobile velocity. They mean that there is no apparent limit and that speed records will continue to be broken ad infinitum.

When Captain Campbell hung up his record of 206.95 miles per hour, it was believed that his record would stand indefinitely. Yet, a few months later, young Keech came along with a new record. The latter now receives 1,000 pounds a year as long as he keeps the title of "speed king," this amount being the award offered by Sir Charles Wakefield, noted English patron of sports. How long will Keech continue to receive the honorarium?

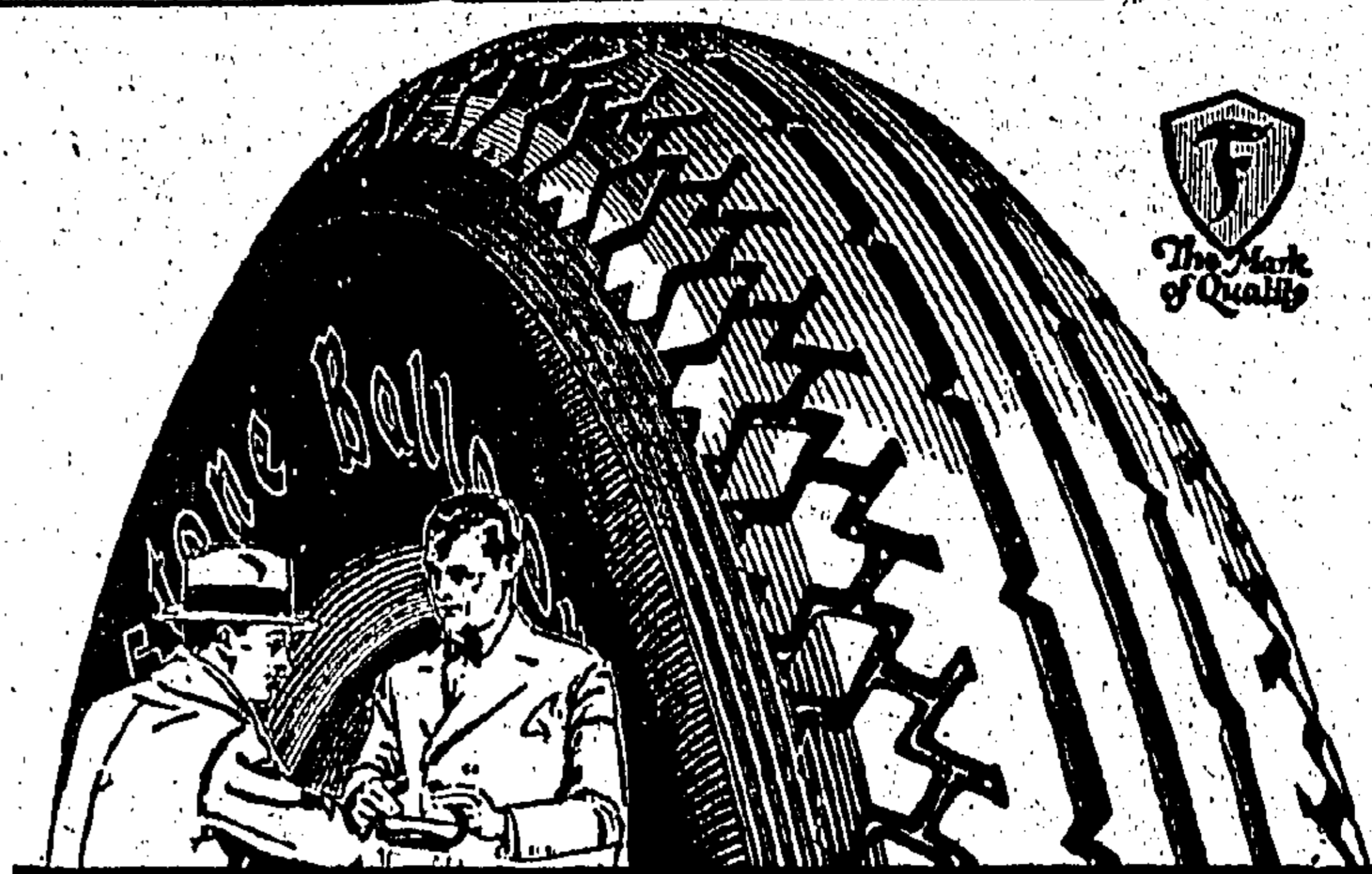
One of the difficulties in the speed tests of the racing car is in timing the car when it is making its best mile. Since the relative speed of a car is affected by the direction and velocity of the wind, the racing rules require that the run be made in both directions and that an average be struck. Captain Campbell attained a speed of a fraction more than 217 miles an hour with the wind and he was quoted afterwards as having stated that there was still 20 miles above that speed in his racer.

The estimates of drivers as to their speeds are based on their tachometer readings which give them a minute revolution of the motor. These are interpreted in terms of the gear ratio to estimate the speed of the car. They are not accurate but are the best means available for estimating the speed of the untimed car. One reason these estimates can not be taken as accurate is that there is no way of estimating the tyre slippage.

The four outstanding racing cars developed in recent years were: Major Segrave's Mystery S, which made 208.79 miles an hour in March 1927; Captain Campbell's Bluebird, Frank Lockhart's Black Hawk and the Triplex driven by Keech. All of these racers differed in design and construction, but all were built with just one thing ultimately in view—speed.

KEEP WINDSCREEN CLEAN.

Both sides of the windshield should be kept clean at all times, according to the service department of the National Automobile Club. If this is done, the rays from approaching headlights will not bother the driver so much, as a lot of glare is the result of diffusion of light rays by particles of dust.



Let Us Tell You About This Scientifically Designed BALLOON TYRE

There are scientific reasons for every angle, rib and groove of the Firestone Balloon Tread. Safety, notches and non-skid studs, mileage ribs for long wear; grooves and channels for uniform flexing, insuring true low-pressure riding comfort. To provide extra strength and endurance to withstand the terrific flexing of this scientifically designed Balloon Tyre Tread, Firestone dips the cords of the carcass in a rubber solution and insulating every fibre of every cord with rubber. We will save you money by fitting your car with these better tyres.

MOST MILES PER DOLLAR

Firestone

GUM-DIPPED BALLOON TYRES

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



PITTSBURGH led 31 cities of more than 100,000 population in the reduction of their motor fatality record for the first six months of 1928, reports the National Automobile Chamber of Commerce. Pittsburgh's fatalities fell from 22 in the first half of 1927 to eight for the same time this year.

HELL for garage mechanics will be a land of abundant grease and no steering wheels to wipe it on.

THE Automobile Association is officially informed that the International Travelling Pass will be recognised in all parts of Yugo-Slavia (Kingdom of the Serbs, Croats and Slovenes). The letters to be shown on the oval nationality plate are "SHS" (Serb-Hroat-Slovene). This arrangement terminates a difficulty of long standing. Before the war, Serbia and Montenegro had adhered to the International Convention of 1903, but has now agreed to recognise the Pass, which is equally satisfactory to the motorist.

PEDESTRIAN: What's the shortest way to the emergency hospital? Pointman: Just stand right where you are.

MOTORING from the United States to Canada in 1928 will show an increase of 35 per cent. over last year, estimates the American Automobile Association. The greatest increase reported has been on the road between Houston, Me., and Woodstock, New Brunswick.

THE growing popularity of touring abroad is shown by the fact that the American Automobile Association, in the first six months of this year, shipped 600 more cars to Europe than it did in the same period last year.

HAVE you heard the story of the Scotchman who boarded a bus? "No." "He's still riding."

MOTOR buses in California are daily being used to transport 51,000 children to 620 schools. About 1,600 buses are used in this service and they travel close to 10,000 miles on their routes.

DURING the early part of this year, British built Motor Craft fitted with British Marine Engines were exported to Overseas districts including Siam, Dutch East Indies, Panama, Trinidad, Jamaica, West Africa, Iraq, India, Malaya, Italy, Greece, etc., while for service in Australia, South America, Turkey, Finland, and the Virgin Islands, British built and engined motor boats are under construction at the present moment.

THE Hon. Mrs. Victor Bruce who established a new outboard Motor Boat Cross Channel Record, is offering a 60 guinea Cup for the fastest double crossing of the English Channel undertaken before the end of the year. Her own successful attempt was under the observation of the Royal Cinque Ports Yacht Club.

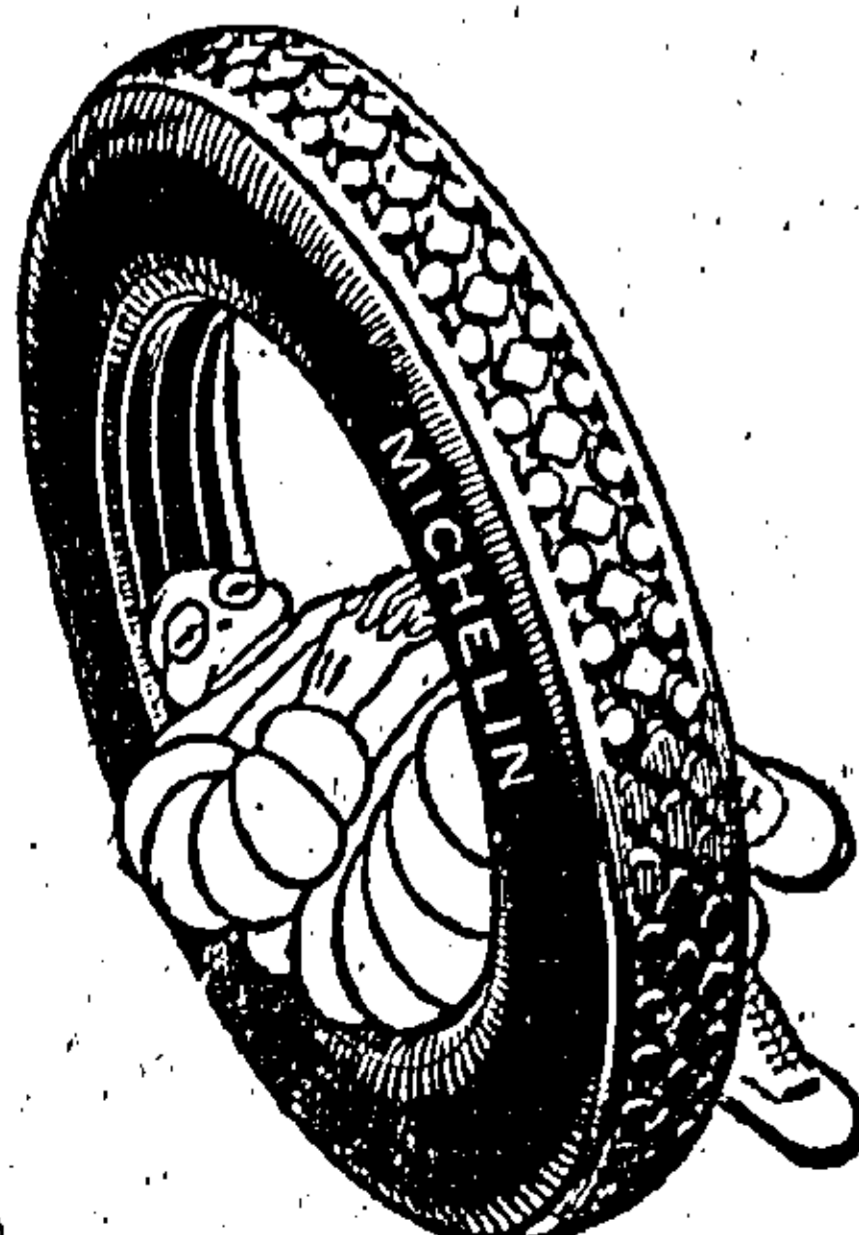
LOW-PRICED CARS.

The Family Vehicle.

Why is it that low-priced cars have always been small, and that the lower priced they are the smaller they seem to be? Owing to the prevalence of larger families among those in more moderate financial circumstances, low-priced cars generally carry more persons per car than those of higher price. The former is truly the family car—the only one that family has. It serves both parents and children alike at all times.

Commensurate to his pocket-book the buyer of a low-priced car wants and has the right to expect just as much as the manufacturer can possibly give him in size, comfort, distinctiveness, performance, style and luxuriousness as the man who can afford to pay more.

Just how much these conveniences are demanded by buyers in the low-priced field is evidenced by the tremendous popularity of new Chrysler Plymouth which is giving the buyers of low-priced cars the utmost they can get for their money, in comfort, size, distinctiveness, luxury and performance.



THE BEST

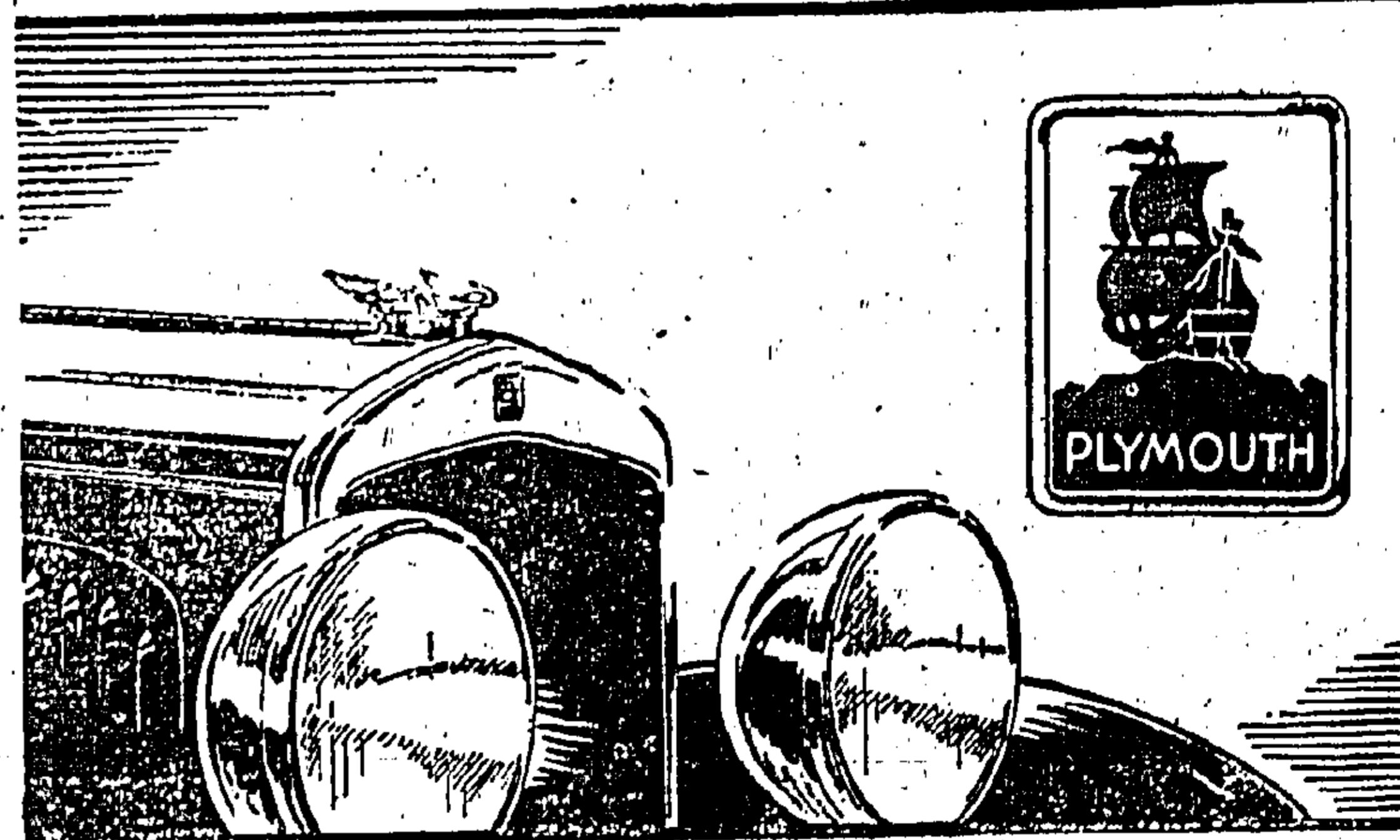
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AND BE
CONVINCED

A. GOEKE & CO. DISTRIBUTORS
FIAT GARAGE DEPOT.

NEW CHRYSLER PLYMOUTH



A New Car.. A New Car Style.. A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointments detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
 Brake Horse-Power 35 at 2,000 Revolutions.
 Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
 Speed 50 M.P.H.

Model	Net Weight	P. O. B. Factory Price	Extra	Packing Shipping Delivery	Net Hongkong Price
Roadster	2-pass. 2,005 lbs.	G\$405	G\$54	G\$210	G\$675
Tourer	5-pass. 2,050 lbs.	495	57	216	765
Coach (2 door)	5-pass. 2,316 lbs.	585	40	265	890
Coupe	2-pass. 2,176 lbs.	595	40	265	900
Sedan	5-pass. 2,396 lbs.	675	40	265	980
Cabriolet	4-pass. 2,276 lbs.	695	40	265	1,000
Limousine Sedan	5-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim Tire & Tube, Dumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
 Brake Horse-Power 35 at 2,000 Revolutions.
 Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
 Speed 45 M.P.H.

Half Ton Chassis.....	1,615 lbs.	G\$375	G\$20	G\$155	G\$550	
Half Ton Chassis and Cab No. 360	1,915 "	490	20	215	725	
Cab Top Express Truck	128	2,280	530	20	240	790
Screen Express Truck	103	2,705	570	20	265	855
Combination Truck	104	2,530	580	20	265	865
Panel Express Truck	205	2,265	600	20	250	870
Eight Passenger Bus	34	2,265	615	20	255	890

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
 Brake Horse-Power 31 at 2,000 Revolutions.
 Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$450	G\$45	G\$165	G\$730
1 1/2 Ton Chassis	2,580 lbs.	520	115	165	800
1 1/2 Ton (146") Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506	400 lbs.	G\$ 85	G\$30	G\$ 65	G\$180
Cab Top Body	No. 328	775 lbs.	175	30	115	320
Screen Body	No. 303	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus	No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE
 25 Queen's Road Central Tel. Central 4769.

MOTOR NOTES FROM GREAT BRITAIN.

Commercial Vehicles Overseas.

[By R. A. C.]

The popularity of British commercial motor vehicles in overseas countries has increased remarkably during recent years; and while there is no doubt that a variety of causes have contributed towards this end it is also admitted that not the least of them is the fact that manufacturers of this class of vehicle have seriously set themselves out to satisfy the requirements of overseas users.

Among other contributory causes may be mentioned the greater employment of road motor vehicles for all classes of transport, as well as the not unnatural preference, on the part of a large proportion of purchasers for products which emanate from Britain. But it is undoubtedly true that this popularity may also be largely attributed to the greatly improved servicing facilities which the leading British manufacturers have organised in countries far removed from their own headquarters.

Fighting the Tsetse Fly.

A vehicle especially equipped for the clearing of bush land near Lake Victoria in British East Africa has recently been built by Guy Motors, Ltd. to the order of the Crown Agents for the Colonies. This rigid six-wheeler is mainly required to clear tracts of bush country which are plagued with the tsetse fly; and the necessary equipment consists of a "V" shaped girder arrangement fixed in front of the vehicle and fitted with a series of cutting blades in short sections, which are removable for replacement and resharpening. The framework carrying the cutters has a certain amount of play to allow for the unevenness of the ground, and the blades are capable of cutting bush up to 6 inches thick. As a proof of the efficiency of the cutting device the vehicle was driven right through a thick hedge during the demonstration. For pulling down trees too large to be cut a winch gear is provided, and this can also be employed to pull the lorry out on to firm ground if it should get bogged.

A Test Under Tropical Conditions.

A number of six-wheelers of a particularly interesting type have now been delivered to the India Office by the Albion Motor Car Co. These are shod with pneumatic tyres and spare wheels are carried by a special device fitted between the body and the driver's seat; while this latter has been placed in a forward position on the right of the bonnet in order to give the maximum loading space. The extremely high standard of efficiency under tropical conditions possessed by these vehicles was well brought out in the special tests to which they were subjected. In one of these tests a temperature of 100 degrees Fahrenheit was artificially produced, and the machines, without overheating or boiling proved capable of developing their full power.

Chain Tracks for Six-Wheelers.

The new Scammell rigid six-wheeler has the pivoted front axle which was one of the features of the first model marketed by this firm; and also incorporates the patented rear axle drive which is unique in that only one rear axle is used. In the system developed by the Scammell people no cross twisting occurs, and any wheel can move 2 feet above or below its fellow, with which it always keeps in perfect alignment. And since the two driving wheels on each side of the vehicle are always in line, it has been possible to make a simple and robust chain track, which cannot be dislodged under any conditions. These tracks, although they may seldom be found necessary, can be fitted in a few minutes, and have the effect of giving the machine a performance equal to that of a caterpillar tractor. With the tracks on it can be run at a speed of up to 16 m.p.h. and without them it is capable of speeds up to 23/30 m.p.h.

A New Six-Wheeled Steamer.

The new six-wheeled steam wagon, one of the latest products of the Sentinel Wagon Works Ltd. has been specially designed for service overseas. The new vehicle is known as the "Sentinel Overseas Six" and is based on the standard Sentinel six-wheeled rigid framed steamer which was shown for the first time at the Commercial Vehicle Exhibition at Olympia last year.

The Overseas model has been designed for loads up to 10 tons, and the weight imposed upon the front wheels has been very considerably reduced by an alteration in the position of the boiler, which is now placed behind the front axle. By reason of this modification the vehicle is less liable to sink in when traversing soft ground, and also rides more easily when travelling over bad roads.

NEW BUICKS.

Are Hailed With Enthusiasm.

AN ENVIABLE RECORD.

Each year when new Buick models are shown to the public, thousands of motor car enthusiasts crowd the show rooms of Buick dealers in the large cities, and, in proportion, hundreds in the smaller towns. Buick dealers attribute the unequalled interest always displayed by the motoring public to the fact that Buick is the unofficial criterion of motor car fashion in its field.

More than ever this year is the introduction of new Buick models hailed with enthusiasm by the public. Realizing that 1929 marks a quarter century of Buick manufacture and Buick success, the public anticipated that Buick this season would produce a car worthy of the Buick enviable record of 25 years.

That the thousands who have viewed the new models have been pleased beyond expectation is due to the new and ultra-fashionable design of the handsome new Buick bodies and radiator, and the mechanical excellence of the chassis, with its new engine.

Buick for 1929 is now on display in all of the principal cities and towns and everywhere has been greeted with hearty approval. The sound value, outstanding performance and utter reliability on which Buick's reputation has been based for many years are at once recognizable as present in increased measure in the new Buick.

Moreover, those who have ridden in the car attest its new responsiveness, due to the complete redesigning of the famous Buick engine. New power and smoothness are now added to Buick's inherent staunchness.

Twenty-eight major mechanical improvements have been made with a view to stimulating Buick to new heights of leadership among fine motor cars.

JOHN I. THORNYCROFT & CO. LIMITED.

THE LEADING EXPONENTS

of

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,
 5th. Floor.

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PASSENGER OMNIBUSES

AND

MOTOR FREIGHT VEHICLES

Write us and our representative will call.

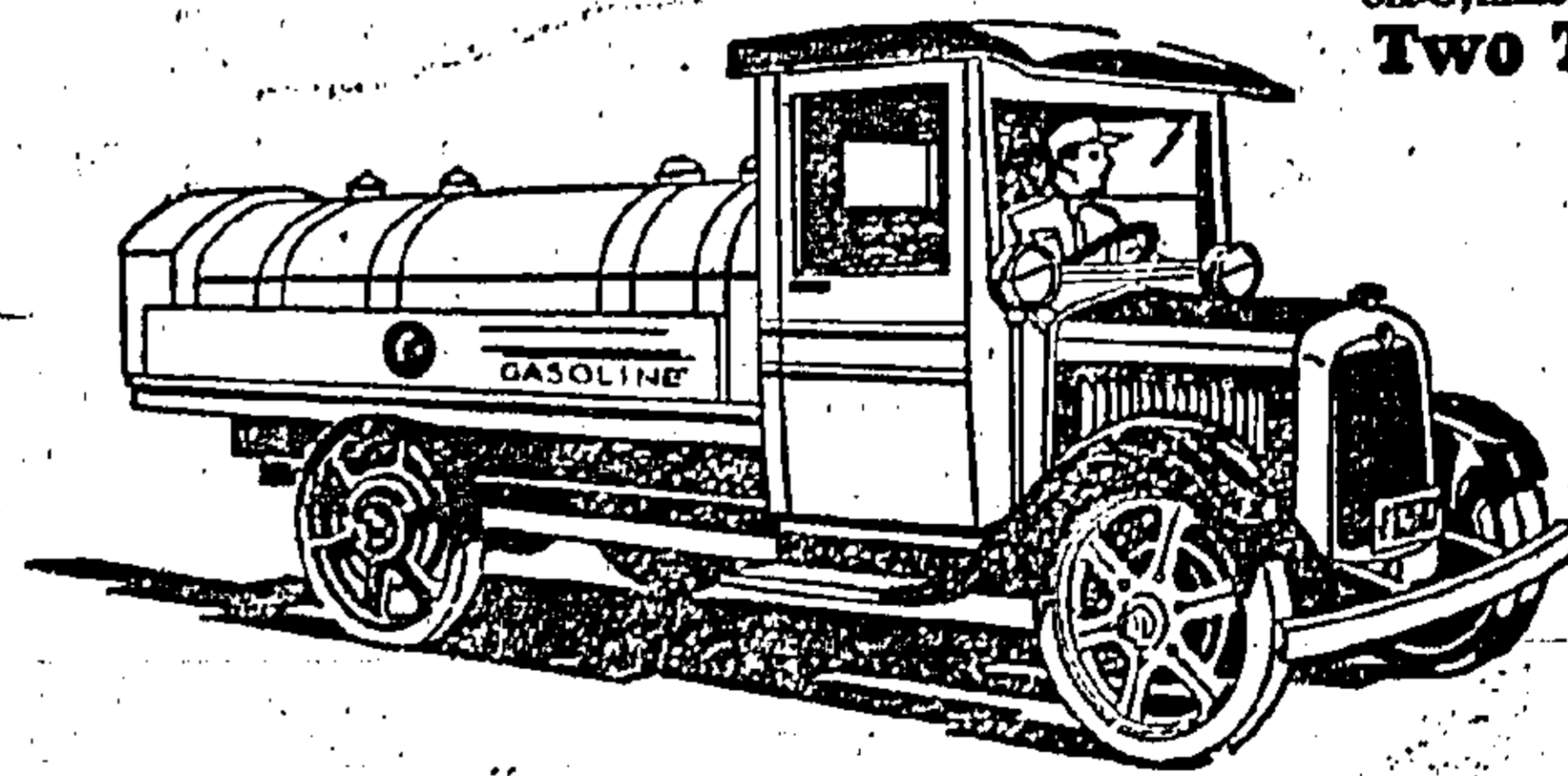
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ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

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BUICK
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 Two Tons



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PONTIAC

Six Cylinder Engine
 1900 lb. chassis - \$185
 With Screen Body - \$700
 With Panel Body - \$770
 2000 lb. chassis - \$245

BUICK

Six Cylinder Engine
 Chassis Price
 One Ton - \$1095
 One and one-half ton - \$1185
 Two Ton - \$1190
 (Automatic drive)
 (Level gear drive)
 Two Ton - \$1225
 (Solid disc vacuum gear drive)

BIG BRUTE

Heavy Duty Engine
 3 1/2 tons to 15 tons capacity
 prices ranging from
 \$3690 to \$5820
 All prices f.o.b. Pontiac, Mich.

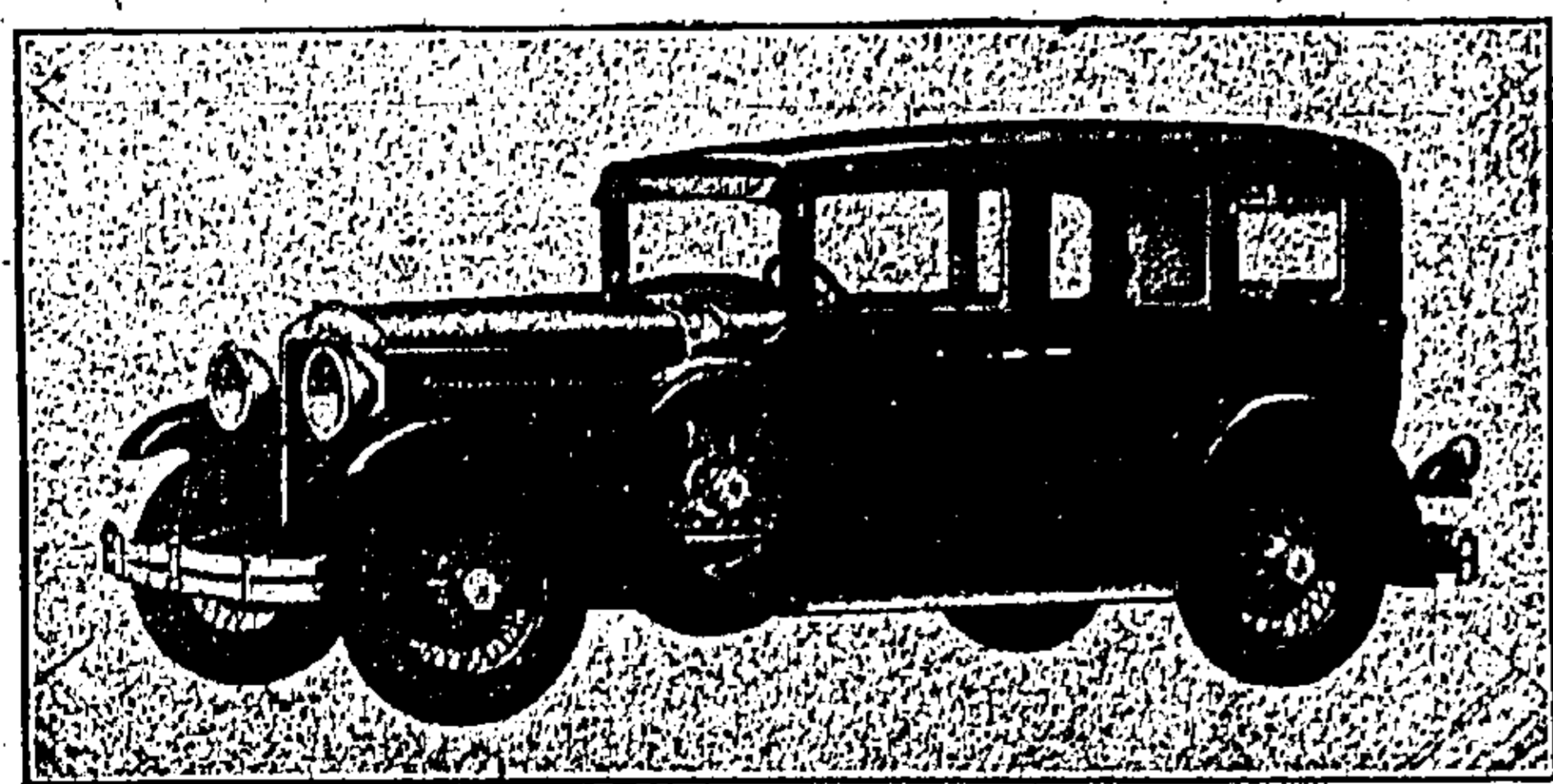
In the one to two ton field, Buick-powered General Motors Trucks are setting performance records that amaze experienced truck operators. With ample reserves of power and speed, they combine exceptional roadability with rugged endurance... There's a General Motors modern Truck for every need in delivery and haulage—all the same kind of value. Investigate!

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
 33 WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

Come to our Showroom and let us demonstrate to you

THE NEW Six Cylinder



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5-SEATER. 7-SEATER. SEDAN.

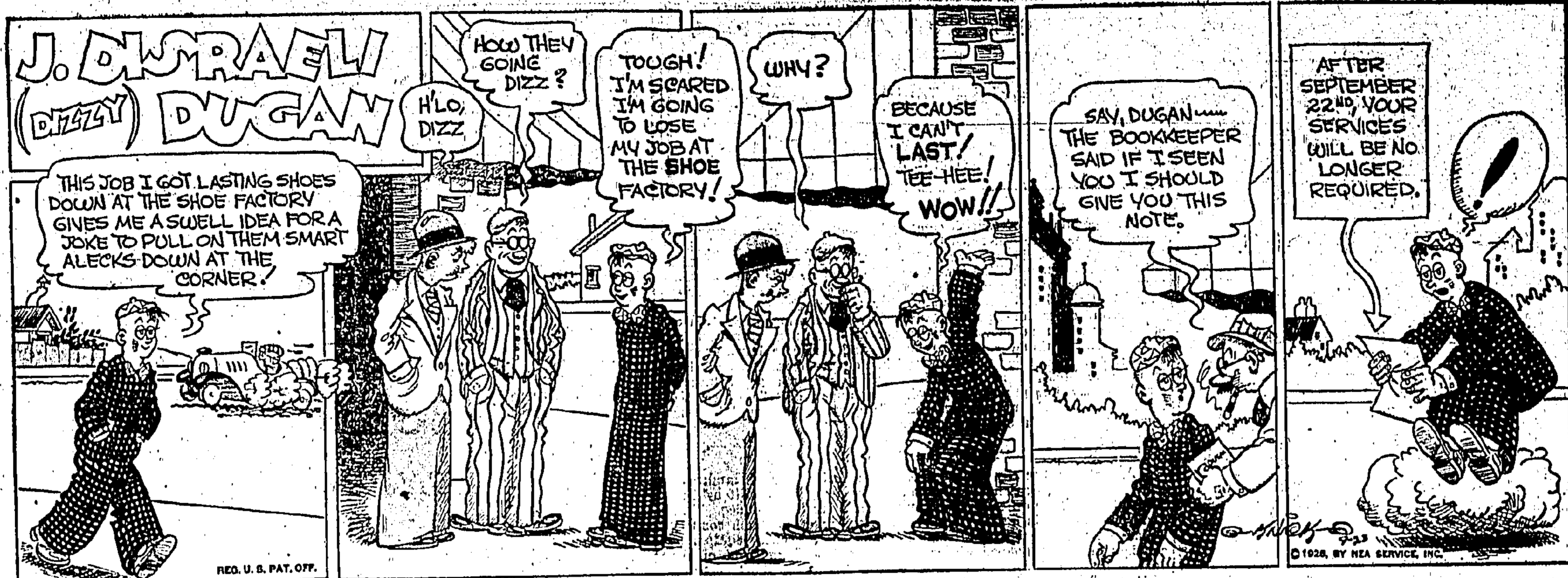
SALES DEPARTMENT

DRAGON MOTOR LIVERY SERVICE.

(Proprietor: C. F. PAU.)

Sole Agents for Hongkong and South China.

24 Des Voeux Road Central. Tel. C.482 & C.3552.



SALESMAN SAM

By Small



WHITEWAYS FOR DOLLAR VALUE

HONGKONG HOTEL.

ARMISTICE CARNIVAL

Monday, 12th November, 1928

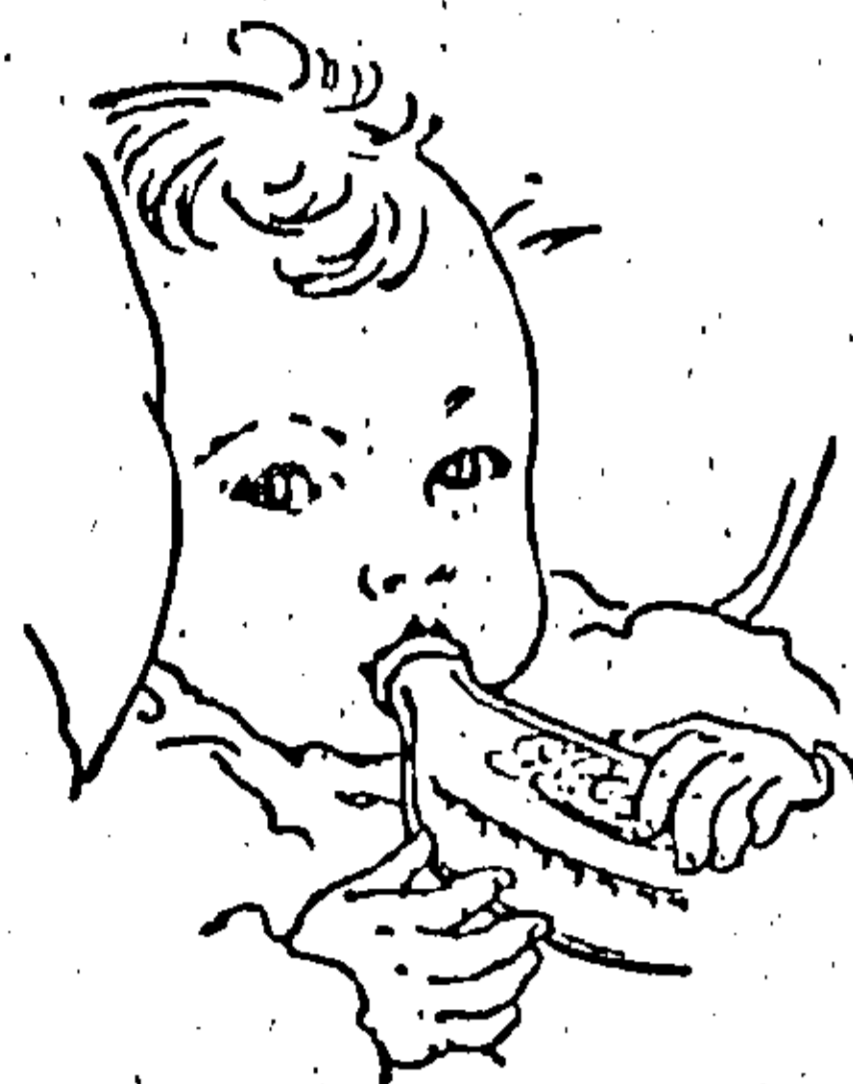
8 p.m. to 1 a.m.

Dinner \$4.00 per head

(Fancy or Evening Dress)

Tables may now be booked.

The Hongkong & Shanghai Hotels Ltd.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

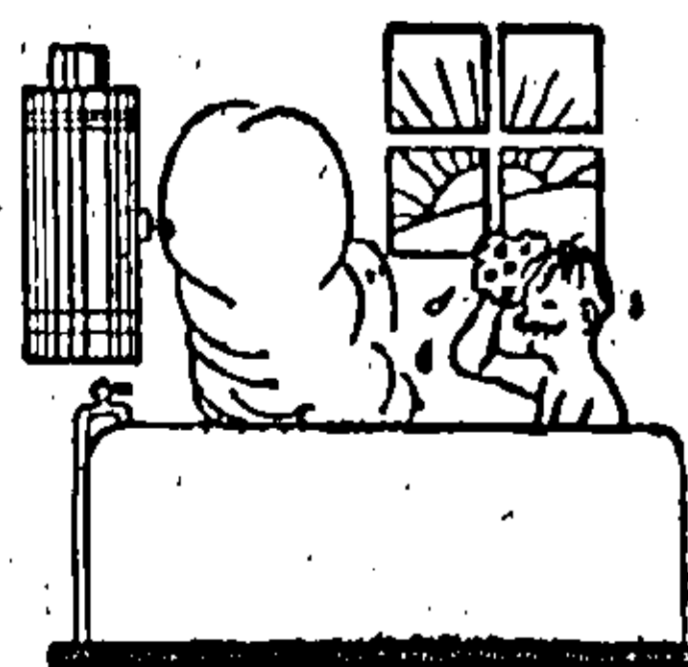
Sole Agents—

W. R. LOXLEY & Co.

HOT WATER

ALWAYS

AVAILABLE



MORNING



NOON



OR NIGHT

IF
YOU USE
A

GAS GEYSER

Hongkong & China Gas Co., Ltd.

PARLIAMENT AND THE PRESS.

HARMONIOUS WORKING IN GOOD GOVERNMENT.

It was in Great Britain, the nurse of parliamentary institutions, that the importance of Parliament and the Press was first recognized, and it is two British writers who have formulated most precisely their mutual relationship. One of them, Burke (b. 1729, d. 1797), stated that there are three estates in Parliament, viz. the nobility, the Church, and the gentry, but that a fourth estate is enthroned on the gallery of the Press which is more important than all the other three, and Thomas Carlyle (b. 1795, d. 1881) said that the Press is the big multicoloured and unlimited Parliament of the world where every kind of subject comes up for discussion.

The Press may indeed be justly compared to a large Parliament addressing itself to millions every day, and no Congress and no religious body can boast the possession of an influence equal to that of the Press. But, if we are allowed to use a modern expression, the real Parliament is after all the "transmitting station" from which the Press is furnished with the raw material of its activities. The Press, in its turn, tells Parliament what the people think and feel, and allows the most diversified shades of opinion to be heard, because its criticism is based on independent action.

Coping Stone.

Parliament represents the people and is elected in conformity with the principles of democracy. Its decisions reflect the will of the majority. The Press, however, as Carlyle puts it, is the tribune from which everyone may speak who feels that has something to say. Is it not true that the antithesis contained in the existence of these two facts constitutes something like the coping stone of the parliamentary system? There is, of course, one necessary reservation which we must concede before giving our reply in the affirmative, viz.: The statement is only true on condition that the parliamentary system is based on democracy and the work of the Press on liberty.

In every country governed by parliamentary institutions a great responsibility is entrusted to the Press and to journalism. They are required to respect the reputation of Parliament and to justly appreciate its labours. The journalist who acts as parliamentary correspondent or as his paper's specialist on parliamentary affairs can do a great deal to make or mar the dignity of Parliament and its institutions. Happily, however, there can be no doubt that the Press of the countries governed by parliamentary institutions is fully

AMAZING SCENE AT LEAGUE MATCH.

TWO SEVERE BLOWS FOR REFEREE.

There was an extraordinary scene on the Bristol Rovers' football ground recently in the course of the Western League match between that team and Plymouth Argyle reserves.

Late in the second half the referee, Mr. A. J. Attwood, of Newport, cautioned Pullen, the Plymouth centre half-back, for the third time, and told him that if he had to speak to him again he would order him off.

Immediately afterwards Pullen had another melee with an opponent, whereupon the referee ordered him off the field and pointed to the dressing-room.

Pullen stepped back a pace, and immediately the referee received a severe blow in the face, which cut his upper lip. A second blow, which damaged the left cheek, followed, and then a Rovers player intervened and dragged Pullen away.

Police on the Scene.

Ambulance men attended to the referee, who, though in considerable pain, continued his control of the game.

After Pullen had reached the dressing room two policemen entered, with some of the Bristol directors, but it was decided, *The Daily Chronicle* understands, not to take proceedings. The matter will be dealt with, in the ordinary way, by the Football Association.

Pullen went to the referee's room at the end of the match and offered an apology for his conduct, which the official declined to accept.

The incident caused a sensation among the spectators.

The game ended in a win for the home team by two goals, both scored by Dix.

aware of the responsibility resting on its shoulders.

Free Press.

A free Parliament and a free Press are a necessary corollary to one another. If either of them loses its freedom, a political, social and intellectual crisis is bound to arise sooner or later. No emergency should ever lead to a restriction of this liberty. A nation whose Press and Parliament happily supplement each other in their pursuit of the great aim of advancing the interests of the nation and the state may indeed be called fortunate. Everyone must concur in the hope that Parliament and the press will succeed in inspiring the nations of the world with a desire to attain the highest aims which it is possible for mankind to envisage.

ANYTIME

IS THE TIME FOR A

CAPSTAN

This advertisement is issued by the British-Australian Petroleum Co., Limited.

COOK'S
AND
WAGONS-LITS
WORLD TRAVEL SERVICE

TRAVEL
BANKING



INSURANCE
FREIGHT

PEDDER BUILDING, PEDDER STREET,
HONGKONG.

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Tickets issued at Companies' tariff rates. Inclusive Tours arranged to all parts of the world, covering travel by Rail, Steamer and Air, Hotel Accommodation, Excursions, Guides, Baggage Transfers and every assistance that a traveller can require.

The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Dry storage accommodation for all kinds of Non-hazardous Goods.

Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLER'S GAZETTE
Obtainable on application.

THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)

GENERAL FOREIGN PASSENGER AGENTS, PENNSYLVANIA RAILROAD.

In co-operation with **WAGONS-LITS CO.**

In More Ways Than One

An "All 'Round Summer Girl"

MADE BY SEA SERVICE, INC.

CORRESPONDENCE.

WHAT THEOSOPHY IS.

(To The Editor of Hongkong Telegraph.)

Sir,—I was one of hundreds of women who met in the Helena May Institute yesterday afternoon to hear Miss Royden speak. I admire immensely her strong faith, clear vision and broad views, but I should like to correct one statement which she made.

Someone asked for her views on Theosophy, and Miss Royden said that Theosophists took the best parts of all religions and blended them into one religion. This is not correct. Theosophists do study other religions, but it is mainly so that they may be able to see things through the other fellow's eyes in order to foster their great ideal of Universal Brotherhood.

I have never heard it expressed that one should adopt parts of other faiths, but always it has been impressed on one that he should seek the best in his own faith, rejecting only the dross which has crept in and which causes dissension.

The study of other religions does not make one a worse Christian but makes one understand that in all religions there is fundamentally, a great resemblance.

Personally, I consider that I am a better Christian for having come in touch with Theosophy.—Yours, etc.,

THEOSOPHIST.

Hongkong, Nov. 3rd, 1928.

FORTUNE LOST.

BANKRUPTCY CAUSED BY COTTON SLUMP.

A man who through the slump in the cotton trade lost nearly £30,000 in eight years appeared at the Official Receiver's office in Manchester recently, when a meeting of the creditors was held of John Berry Bradbury, a director of a merchant and shipping company carrying on business in Manchester.

The statement of affairs showed gross liabilities amounting to £48,000 and a deficiency of over £37,000.

It was stated that the debtor in 1920 inherited about £50,000 under his father's will, and he took up 20,000 fully-paid £1 shares and became a director of the firm of John Radcliffe, Ltd., merchants and shippers. Owing to the slump in the cotton trade the business of the company declined, and he advanced money as a loan and gave guarantees to creditors.

The cause of the failure was attributed to a depreciation in the value of the shares and by financing a company and becoming guarantor for its debts.

The debtor was adjudicated bankrupt, and a trustee with a committee of inspection was appointed.

ITALY AND THE CIGARETTE.

INCREASED PROFITS ON STATE TOBACCO.

The Italian tobacco budget shows a cheering balance sheet, with a profit of two milliards and a half lire. Not only has smoking increased in Italy, but the export trade has grown, while imports have decreased.

Cigarettes are more popular now than before the war, probably by reason of the increase of the habit among women, especially in and near the big towns. Curiously enough, peasants have taken kindly to cigarettes. Cigarettes figure as practically half of the total consumption of the tobacco smoked in Italy.

Among cigars, the long, strong-smelling "Toscano" is universally smoked, only about 4 per cent. of other types of cigars competing.

The greatest number of smokers are to be found in Trieste and its vicinity, as one goes south smoking diminishes. There are 22,517 people employed in tobacco factories.

TROOP DISBANDMENT CONFERENCE.

MARSHAL YEN TO VISIT NANKING.

Nanking, Nov. 2. A telegram received from Peking is to the effect that Marshal Yen Hai-shan is not to come to Nanking until the end of the year when the big Troop Demobilisation Conference is to take place in the capital. It is understood that the office of the Examination Yuan will be opened on Monday.

MOSCOW'S WORK IN THE U.S.

RED REPORT BOASTS OF MANY PLOTS.

New York, Oct. 4. A flood of light is shed on Soviet activities in the United States by the Communist International report, covering the years 1924-28, which has now come into the possession of the State Department.

The official report, which apparently is not a secret document, covers the activities of Communist agents among U. S. Marines sent to Nicaragua, among U. S. troops sent to China, and in various important strikes which have occurred in the United States.

Described as "a report on the position in all sections of the World's Communist Party," this document describes the launching of a "united front" campaign against U. S. intervention in the Chinese revolution.

Mutiny Campaign.

A vigorous campaign also was launched against the U. S. war in Nicaragua under defeatist slogans in which, for the first time in American labour history, marines were appealed to to fight against their own Government if necessary.

The party supported the efforts of the All-American Anti-Imperialist League, an organization with headquarters in Mexico City and branches in the United States, and the chief Latin-American countries. This organization is mobilising anti-imperialistic sentiment throughout Latin-America "to resist the encroachment of Yankee Imperialism."

Turning to the activities of the Communist Party in United States industrial disputes, the report claims credit for engineering many important strikes, and it mentions the strike in New Jersey, saying that this strike involved 16,000 textile workers who were led by Communists.

200,000 Leaflets.

Then the Soviets claim that they distributed more than 200,000 leaflets among miners during the notorious anthracite strike.

The State Department, in commenting upon the report, stated that they have long been familiar with these activities, and the United States Government did not propose to acquiesce to such interference by renewing relations with the Soviet Government.

No Recognition.

Buenos Aires, Oct. 4. "Argentina will not establish diplomatic relations with Russia so long as the Soviet Government refuses to give sufficient guarantee regarding the respect due to other States, and to promise to abstain from propaganda," says Dr. Gallardo, the Argentine Minister for Foreign Affairs, in a report made public to-day.

The report also states that the Soviet Government's connexion with the Third International, "which proposes to destroy present-day society," is a bar to the resumption of normal relations.

HONGKONG IMPORTS.

PIECE GOODS MARKET IS QUIET.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

The following reports have been received: Market very quiet. There has been some enquiry for White Shirtings but very little business doing. Manchester prices are fairly steady.

Nothing to report, market very quiet. Deliveries continue satisfactory. The raw material has been steady with an upward tendency.

Woolens.

Small business being done in Wool Venetians, Woolen Rugs and Scarlet Blankets.

Market values for woolens in general have declined and dealers are finding it difficult to obtain margins. Clearances have been fairly satisfactory but the demand from Kwangsi has fallen off.

Cotton Yarn.

Since our last report, market has ruled quiet, but prices are unchanged.

Nominal quotations are as follows: No. 10s. \$170-190; No. 12s. \$180-195; No. 16s. \$195-200; No. 20s. \$200-205.

Arrivals nil. Shipments nil. Sales nil. Unsold. Stocks 1,400 bales. Bargains 5,400 bales.

Old Lambeth Chapel, Lambeth-road, which has been transformed at a cost of £10,000 into a cinema hall on weekdays and a Wesleyan cinema church on Sundays, was opened under its new name, "The Ideal."

BREAKING UP A GREAT DOMAIN.

TEARS AT THE DERING SALE.

The domain of Surrenden Dering—from the lovely mansion, the ancestral home of the Derings, for 900 years, to the humblest cottage—came under the hammer in the Corn Exchange at Ashford, Kent, recently.

Gray-headed farmers and village folk flocked to the old hall to hear the fate of the places in which they were born and had spent their lives.

No offers were received for Surrenden Dering itself, the home which Sir Henry Edward Dering has been forced to sell owing to the burden of taxation.

The picturesque village of Pluckley, in the heart of the estate, which has not known a sale during the 900 years of its tranquil existence, was dissected into lots.

The villagers listened, some with sad smiles and occasionally tears glistening here and there among the womenfolk, as some of their homesteads, places with dream-like names, such as Honey Farm, the Rookery, Monday House, Brown's Cottage, and Snagg's Mount, passed one by one into unknown hands.

Mr. Alfred J. Burrows, the auctioneer, who was for many years agent of the Surrenden Dering estate, made every effort to persuade the tenants to buy their homes and holdings. He knew them all and called them by their Christian names as their homes came under the hammer.

Alfred, Tom, and Jesse.

"Come along, Alfred," said Mr. Burrows to one villager suddenly confronted with the advisability of buying his home and business premises. "This doesn't need thinking about, I am doing my best for you. You can have the place for £575."

"Alfred went on puffing at his pipe and shook his head.

"Very well," said Mr. Burrows, rather sorrowfully.

"Don't shake your head at a figure like that, Tom," he said to another elderly man who was being offered the ownership of a small farm. Mr. Burrows was determined to help Tom in spite of himself. "Very well," he said, "we will pass this farm over and I will talk to you about it presently."

Jesse was another tenant farmer who was coaxed into buying his holding. "I am going to bid very quickly Jesse," said Mr. Burrows, "because you are the tenant." And when Jesse, after more cajoling, nodded assent to the figure, Mr. Burrows remarked: "And that, Jesse, is £250 less than you ought to have given for it."

HANDS-WASHING TIME.

WAR OFFICE EMPLOYEES AND OLD CUSTOM.

Employees at the Royal Small Arms Factory, Enfield Lock, have passed the following resolution, which will be sent to the War Office:

"That the strongest possible efforts be made both by the local Whitley Committee and the Trades Union representatives on the War Department Industrial Council against the attempt now being made to take from the employees made to take from the employees of the Royal Small Arms Factory the three minutes' break allowed men in which to wash their hands before the proper leaving-off time, a custom which has obtained for more than thirty years without complaint."



Ambition.

TREASURY CLAIMS £3,000,000.

THE LATE SIR DAVID YALE'S ESTATE.

The Treasury are expected, it is stated, to claim about £3,000,000 death duties on the estate of the late Sir David Yale, the largest claim on record.

It is likely that it will lead to a great legal battle.

Sir David, when he died at Handstead House, his English home at Bricket Wood, Herts, in July, left a fortune stated to be between £20,000,000 and £25,000,000. The question which now arises and which may be the basis of the lawyers' arguments is that of his legal domicile.

The death duties leviable on £20,000,000 are about £3,000,000, but it is understood that a statement will shortly be issued to the effect that the English estate of Sir David is less than £10,000,000, and that the executors of his will, of which probate has not yet been granted, will be prepared to pay death duties on that amount.

Sir David Yale amassed most of his wealth in India, and the remainder of his estate comprises property and holdings there. For that reason the executors are understood to be of opinion that that part of the fortune should be assessed on the Indian scale. These duties then would amount to very much less than, if assessed on the English scale.

The Inland Revenue officials are likely to take an entirely different view, however, and it is probable that the Treasury, to whom the duties eventually go, will conduct negotiations themselves. There have been many consultations between high Treasury and Inland Revenue officials with leading law officers recently, and it is probable that some action will be taken in the very near future.

Sir David left a widow and daughter, but no son.

"GIRL NO. 12."

A MATRIMONIAL AGENCY PROBLEM.

Marriage agencies flourish in Hungary, especially in the provinces, where farms lie far apart and the farmers have little time to search for a suitable wife. A case affecting these agencies will shortly come before the Tribunal.

Professor Istvan Ronay commissioned the Budapest marriage agency "Parago" to procure him a wife, signing an agreement by which, if a marriage took place, he was to pay the agency a fee of 2 per cent. on the bride's dowry. The professor was introduced to "Girl No. 12" on the agency's list, but although he was attracted to the lady a marriage did not take place. Two years after the first introduction the Professor again encountered "Girl No. 12" and married her.

Some years afterwards, when the professor has been obliged to leave Kolozsavar on the Roumanian occupation, and had become director of a teachers' seminary at Kiskunfelegyhaza, he began to be annoyed by threatening letters from the "Parago" agency, which desired to take action against him for debt. Although the professor considered that his marriage was not due to the agency's efforts, he offered to pay a fee of 100 pengo, but later decided to bring an action against it for extortion.

The Very Silly!

Among London's millions are many picturesque personalities who lead quaint lives, and sooner or later many of them pass through the dock at Bow-street Police Court.

Eileen is a member of a debating society that meets every night after closing time on the Victoria Embankment. When the debate was at its highest on a recent night P.C. 201 E casually remarked: "It is about time you people went home."

Everybody went except Eileen. She wanted to debate with the constable, who said he had more sense than to argue with a woman.

"You think I am drunk," challenged Eileen.

"Yes," replied P.C. 201 E.

"You are right," agreed Eileen.

"You think it is your duty to lock me up."

"Yes," said P.C. 201 E.

And all the way to Bow-street Police Station Eileen was debating with P.C. 201 E, and Mr. Fry, the magistrate, charged her 10s. for talking out of her turn.

Woman at Penge (to magistrate): Excuse me, sir, but my husband is only a casualty hand.

Market porter bound over at the Guildhall for an assault: I think it must have been a cold in my eye infected me, temper!

A Dinnington, Yorkshire, defendant in an assault case: He made eyes at my wife and I made eyes back at him. One was a black one.

Mr. Bingley, the magistrate at Matlock: Some people, I am told, do things better when they are drunk than when they are sober.

Woman at Mansfield: She tried to strike me, but did not succeed because I was not there when the blow landed.

Nottingham Woman: She swore at me twice with a sweeping brush, and then I retaliated.

They had both spent a hectic evening, and as they lived in the same street it was not remarkable that they should collide with each other on the way home.

Said the first traveller: "Did you ever see me before?"

"No," answered the second.

"You know who I am, then?"

"No."

"Then you don't know who I am?"

"No, I don't."

"Then how do you know it's me?"

"Cold weather," says a doctor, "ought to be greeted with three cheers."

"Three cheers for the cold, and good riddance to heat! These are the words."

I'm expected to bleat.

But, though I might try

To enthrall in this way,

I fear I should fail.

In my efforts to-day.

"Three cheers for the cold!"

Thus I cannot rejoice—

It has entered my head

And run off with my voice!

With the 1928 shooting season opened, people have been talking about record "bags" of game, says the London Mirror. One has to go a long way, however, to beat the record of the late Lord de Grey, who was a noted shot and general sportsman. A record which was compiled some quarter of a century ago and which, believe, was accepted by Lord de Grey himself, showed that between 1867 and 1900 he shot 59,460 head of grouse. His best year was 1889, when he killed 3,081 grouse. In 1882 he shot 3,026, and in 1885, 3,050 grouse. The greatest total of game in one year which fell to his gun was 19,185 head, an astonishing amount. That was in 1893.

A lady worker, who was doing her bit in welcoming American soldiers home, on the return of a U. S. troopship, asked the first soldier down the gangway how many Germans he had killed.

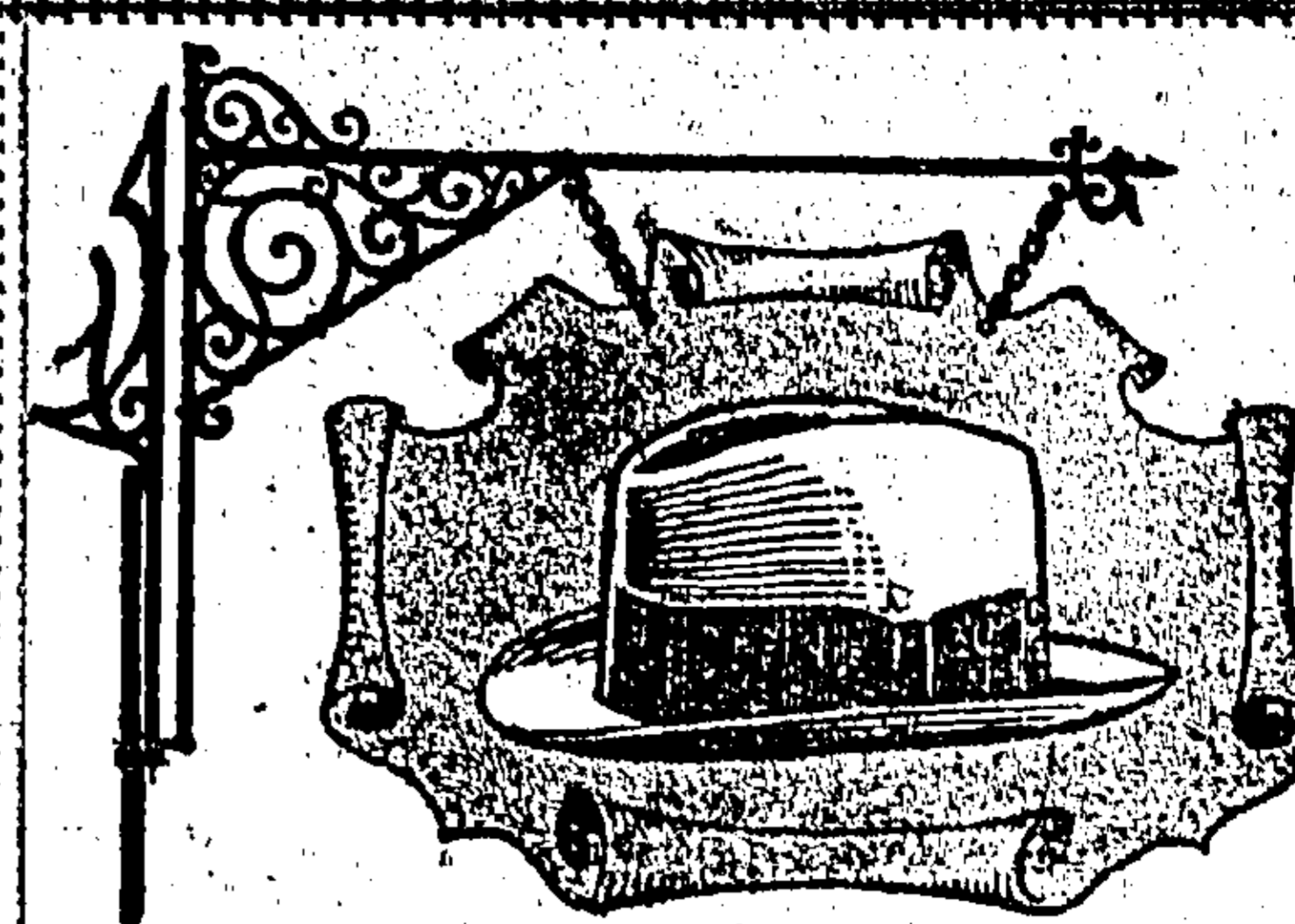
"One, with my own right hand," he said. The lady thereupon took the man's right hand and kissed it.

She put the same question to the second man down, who killed two Germans with his own right hand, and the second soldier: "The lady then kissed his hand twice."

The next man who accosted was an Irish-American. "And how many Germans did you kill?" said the lady blushing prettily.

"Ten begorra," said the soldier, "an' Oi hit them all."

To mark the centenary of the foundation of St. George's School, Poplar, a public clock in the school tower was recently set in motion by Mr. Richard Green, great-grandson of the founder.



POWELL'S ANNOUNCE A NEW ASSORTMENT OF

GLYN and Co's
SOFT FELT HATS

We earnestly invite your early visit and inspection of the new models. Each hat is perfect in every particular—made of the finest materials in all the popular shapes and colours. Prices from \$15.50 Less 10%. Discount for Cash.

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THE WORLD OF SPORT

MACAO RACES.

GOOD SPORT PROMISED.
TO-MORROW.

[By "Ringtail"]

Racegoers are looking forward to the meeting which is being conducted at Macao to-morrow. Quite a good entry has been received, and although they do not represent the best of our racing stock, I have no doubt they will supply the "fans" with a very interesting day's sport.

Most of the visitors who intend seeing the Macao Industrial Fair will be making the trip over by the s.s. Lunghua which has been specially chartered to enter for the visitors to the Fair.

Nearly all the ponies which will be competing from Hongkong will be going on the same steamer, so backers will have an opportunity of seeing their fancied candidates in the rough before the race. Maybe some of the real horse-lovers will carry a few carrots and some sugar in an effort to whisper a few words into the ear of the fancied one!

Booking at the hotels is full to capacity and many dilatory people have found that the early bird catches the worm and have been left homeless. Still that is not so bad in a place like Macao, as there is plenty to amuse one if one looks around a little.

Many improvements have been made at the course, where the President of the Club has been looking after the interests of the patrons. I trust the patrons will appreciate the long hours which have been devoted to their comfort and give the Club their unstinted support.

There are eight events on the card and seeing that the first race commences at 1.45 p.m., visitors will have to get a move on if they wish to return on the s.s. Lunghua, which is due to sail at 5.45 p.m.

Mr. S. W. Cheng, assisted by Mr. Braga, has been putting things in apple pie order since the former's return from Shanghai, and both assure me that the Club is in for a very prosperous time when everything is finally settled.

Quite a number of new ponies have been purchased on behalf of new members of the Club and although they look all washed out at the moment, I have no idea that they will improve after they get over the effects of the long journey from the north.

Messrs. Wong, Charles, Clark, Roza, Harriman, Reidy, Stanton and Prull are amongst the jockeys who will be making the trip, while the novice riders will include Messrs. Backhouse, Morgan, Gordon, Ho Sal-man, Dr. Wong, MacCartney, Liang and a number of the officers with the forces.

In making my selections for the Meeting I am indebted to a very good friend in Macao, who has sent me the following tips:

1st Race.

1. Movanager.
2. As You Like It.
3. The Zebra.

3rd Race.

1. Ace of Spades.
2. Grey Eyes.
3. Westlake.

3rd Race.

1. Misty Eve.
2. Ma Kau Siao.
3. My Lady.

4th Race.

1. Gala Eve.
2. Glory.
3. Little Sit Tang.

6th Race.

1. Veloz.
2. Westlake or Grey Eyes.
3. Sutherland.

6th Race.

1. Ploughman.
2. Slag River.
3. Spring Day or Ullswater.

7th Race.

1. Little Sit Tang or Chomal.
2. Zircon II.
3. Silver Mine.

8th Race.

1. Wuchang.
2. Glory.
3. Westlake.

Nottingham Goose Fair takings were only a third of last year's, owing to the new site and the weather.

LOCAL HOCKEY.

CLUB BEATEN BY BORDERER SERGEANTS.

Matches played yesterday were between the Hongkong Club "A" and the K.O.S.B. Sergeants at King's Park and the Kowloon Indian Tennis Club v. the European Staff of the H.K.S.R.A. The Club was beaten by two goals to one while the European staff were victorious by seven goals to two.

The King's Park game was scrappy, without noteworthy play on either side. The Club had the best of it in the first half and after pressure being maintained, Fincher scored the first goal within 10 minutes of the interval. The soldiers came again and after a corner was conceded, Davey levelled the score with a shot from close in.

In the second half the soldiers were always better and Brooks put through after a good run down, to take the lead. The Club made strenuous efforts to equalize, but failed in front of goal. The Borderer Sergeants came through as victors by two goals to one.

At the Marina Ground, the European Staff of the H.K.S.R.A. were too good for the Kowloon Indian Tennis Club, the former side scoring seven and the Indians two. The Europeans were always better, with the backs doing good work. Goals were scored by Handcombe (3), Hutchins (3) and Walli Mohammed (1). For the Indian side, Juma Khan scored both goals.

Teams for the Matches Next Week.

The first team of the Hongkong Hockey Club to meet the Queen's on the U.S.R.C. Ground at 5 p.m. on Monday will be composed of A. C. Howell, O. E. G. Martin, D. Lyon, A. A. Dand, (captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, W. Woodward, G. E. R. Divett, C. C. Francis and G. R. Vallack.

The second eleven will meet the Tamar at the R.N.O.S.C. on Monday at 5 p.m. and will consist of W. K. Tait, L. A. R. Duncan, (captain), E. R. West, Major J. P. S. Greig, Rev. N. Evans, T. P. Saunders, I. W. Shaw, W. A. Nowers, R. D. Beaumont and E. C. Fincher.

The Club "A" team against the Recreio second on Friday next at King's Park at 5 p.m. will be the following—A. J. W. Ashby, R. Robinson, R. W. Sams, T. White, A. C. Howell, G. Rankin, P. L. P. Thomas, L. A. C. Callaghan, F. E. G. Munn (captain), H. V. Parker, V. Stanton and T. J. Price.

A team consisting of A. N. Other, W. Woodward, D. Lyon, A. A. Dand, A. C. Howell, C. C. Francis and G. E. R. Divett will meet the Hongkong ladies at King's Park at 4.15 p.m. next Saturday.

Y.M.C.A. v Club de Recreio.

The following will represent the Y.M.C.A. 1st XI. against the Club de Recreio 1st XI. at King's Park on Tuesday next, starting at 5 p.m.—D. Harter, E. R. Robinson, E. C. Jeffries, V. M. Hast, P. Allen, E. O. Murphy, F. Munn, T. Seddon, F. R. Ashton, R. Murray, (Capt.), T. Price. Reserve: A. Kinross.

RACE MEETING.

HANDICAPS FOR FIVE EVENTS.

The weights for the five handicap races at the seventh extra meeting of the Hongkong Jockey Club to be held next Saturday, have now been issued. Boxing Eve has been penalized to the extent of 187 lbs. in the "A" Class, O-Moon and Sunning are at the top of the "B" Class and Nara Stag will carry the heaviest weight among "C" Class ponies.

The handicaps are as follows:
Shak-O Handicap "A" Class—Six Furlongs: Boxing Eve (187 lbs.), One-Third (180), Blackstone Hall (164), Fifty Fifty (160), Misty Eve (160), San Francisco (155), Chomal (152), Duke of Verona (148), Tarmacadam (147), Wuchang (146).

Shak-O Handicap "B" Class—Six Furlongs: O-Moon (163 lbs.), Sunning (160), Bright Prospect (157), Fanling Stag (156), Little Sit Tang (155), Warrington (155), Mowgli (154), Spinner (154), Glory (152), Erstwhile (151), Twilight Eve (150), Aristophanes (148), Boukka (145), As You Like It (140), May (140), Fair Eyes (140), Tangle (140).

Shak-O Handicap "C" Class—Six Furlongs: Nara Stag (162 lbs.), Ace of Spades (159), Veloz (158), District Call (158), Westlake (158), Potentilla (116), Grey Knight (115), Man of War (155), Slag River (154), Duke of Artagan (153), Slag River (152), Grey Eyes (150), The Zebra (150), Perpetual Motion (150), Duke of Niblung (149), Little River (140), Little Darling (140), Ploughman (140), The Haugh (140), Ullswater (140), Movanager (140), Fook Shau (140).

Shak-O Handicap "A" Class—One and a quarter Miles: Boxing Eve (187 lbs.), One-Third (180), Blackstone Hall (164), Fifty Fifty (161), Misty Eve (160), San Francisco (155), Chomal (152), Rose Hall (148), Blue World (148), Brigade Call (148), Tarmacadam (147). "B" Class—One and a quarter Miles: Sunning (160 lbs.), Gala Eve (158), Bright Prospect

10/- SHARES SELL FOR £20.

GIFT TO COLUMBIA HOLDERS.

The Industrial market in the Stock Exchange provided a new sensation recently, when the 10s. ordinary shares of the Columbia Graphophone Company changed hands at £20 each.

These shares, like many other prominent British Industrials, quoted on the New York Stock Exchange, and the rise of nearly £4 in the price during the past week is attributed largely to demands from American operators.

With the shares quoted at £20, the market valuation of the undertaking was just over £20,000,000. This is made up as follows:—

982,093 ordinary 10s. shares at £20	£19,641,860
300,000 7 per cent. preference £1 shares at 24s.	360,000
	£20,001,860

This calculation is not affected by the fact that the directors are taking steps to increase the Ordinary share capital, and propose to present existing shareholders with one bonus share for each share held.

Through subsidiary undertakings the company has interests which are almost world-wide and of great value.

Heavy Relapse.
Investments in associated companies appeared in the last balance-sheet at £1,812,022, but those who have paid high prices for the shares of the parent undertaking have done so in the belief that this figure is an undervaluation.

A heavy relapse took place in the price of the Ordinary shares as a result of selling from New York, and the final quotation in the "Street" market after the close of the Stock Exchange was only 18 15-16, a fall of 1 1-16 from the highest point touched.

Even the reduced quotations, however, is nearly three times the figure of 6 3/4, which was quoted at this time last year.

CANTON ATHLETICS.

SOUTH CHINA UNABLE TO PLAY MATCH.

Canton, Nov. 2.

The game between South China and the China Athletic Associations, of Hongkong, fixed for to-day could not be played as the former had to hurry back to Hongkong to play the K.O.S.B. to-morrow, the result being an award of a walk-over to the C.A.A.

As the public of Canton was very anxious to see the South China in action the officials were asked to field a team, to which they agreed, and the team sent out consisted of players belonging to Junior "A" and Junior "B."

The result was China Athletic won by 7 goals to nil. During the first half of the match, Tao Kwai-shing and Shok Put-tim scored two goals each, and Shok Put-tim, Suen Kam-shun and Tao Kwai-shing scored one goal each for China Athletic after the interval.—From a Correspondent.

(157), Little Sit Tang (155), Warrington (155), Mowgli (154), Chomal (153), Erstwhile (151), Full Moon (150), Aristophanes (148), As You Like It (140), Nara Stag (140), Ullswater (140), Grey Eyes (140), Duke of Artagan (140), Tangle (140).

DIARY OF TOLSTOY'S WIFE.

A PATHETIC DOCUMENT.

The publication of the diary of Tolstoy's wife for the years 1860-1891 casts new light on the family dissensions which darkened the last years of the great author's life and led to his spectacular flight from his ancestral estate on the very eve of death. In her vivid narrative and analysis of the tragedy of her own life the author reflects, as in a mirror, the corresponding tragedy of her husband.

Countess Tolstoy reveals herself in the diary as an intensely emotional, highly strung woman, predestined, perhaps, to love and unhappiness. A dominant note in her writing is jealousy in regard to her husband, not ordinary physical jealousy, but rather an all-consuming possessive passion that led her to look with suspicion and hostility on his past, on his friends, and, finally, on his changed world outlook, which she could not share.

A Pre-Marriage Diary.

At the time of their marriage Tolstoy gave his young bride the diary of his former wife, which, of course, had been far from puritanical. This produced on her a very strong impression, from which she perhaps never fully recovered. On October 8, 1862, only two weeks after the marriage, the following entry appears in her diary:—

All his past is so terrible to me that it seems I shall never reconcile myself with it. And on November 23 of the same year her possessive jealousy finds another form of expression:—

I am tired of him with his people. I feel that it is either I, as the representative of the family, or the people, with burning love for him, Leo. This is egotism. Let it be. I live only for him, and desire the same thing for myself.

In succeeding years outbursts of protests against what she regards as her husband's indifference ("Leo simply destroys me with his complete indifference and absence") alternate with strong, half-fearful protestations of love, as one finds in the diary for July 31, 1868:—

Soon I shall have been married six years. And I only love more and more. Often he says that this is not love—that we have so lived together that one cannot be without the other. And nevertheless, I love him restlessly and passionately, and jealously and romantically, and his tranquillity sometimes grieves me.

The Widening Rift.

Although Countess Tolstoy loved her children devotedly, the physical and mental cares incidental to the bearing and bringing up of such a large family (altogether she had thirteen children, of whom several died at early ages) unmistakably heightened her susceptibility to nervous strain, and tended to widen the rift between herself and her husband. She insisted more and more that Tolstoy should take an active interest in every detail of family life, and the diary contains many records of trivial quarrels which developed on this basis.

More than 200 robed clergy attended the enthronement recently of Dr. Henry Mosley, the new Bishop, in the Minster Church of Southwell.

WHAT TO SEE OVER THE WEEK-END

ESTHER RALSTON



Fashions for Women
with RAYMOND HATTON
EINAR HANSON
ADOLPH TUDOR and FINE LUXURY
A Paramount Picture

A LAVISH photoplay of a beautiful women, sophisticated humour and the most spectacular fashion show ever screened.

To-morrow at the
QUEEN'S
At 2.30, 5.10, 7.15 and 9.20

MARION DAVIES



THE FAIR CO-ED
—the Collegiate laugh riot!

THE pranks and humours of college life were never so splendidly brought to the screen as now in this hilarious comedy. See Marion play basket ball and score in the realm of love as well!

To-morrow at the
WORLD
At 2.30, 5.15, 7.15 and 9.20

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"WOLF'S CLOTHING"



Starring
Monte Blue
with
Patsy Ruth Miller

Story by
Arthur Somers Roche
Directed by **Roy Del Ruth**

WARNER BROS. PRODUCTION

THE intriguing story of a young girl who evaded her chaperone on a certain New Year's Eve and of her startling adventures among the lights of Broadway!

To-morrow at the
STAR
Continuous 2.30 to 11.15.

BRIBES TO STOP
A CASE.AND BIG OFFERS TO A
PRISONER.

Lewis Konsler, a furrier, of Mansell-street, Aldgate, E., and Mark Silverstein, furrier, of Chapel-street, Islington, were charged on remand at the Guildhall, recently with conspiring to defraud creditors of Konsler, who carried on business at 27, Middlesex-street, Aldgate, E.

The men were first charged on July 18. Konsler has since become seriously ill, and it was at one time suggested that he had become practically insane. He arrived at the court in charge of a nurse, and he appeared to be scarcely able to walk.

The case for the prosecution is that Konsler obtained goods to the value of £23,167. It was alleged that the men conspired to do away with the value of £12,000 and invented a burglary to cover their action.

Mr. Ignatius Morris, accountant to the British Fur Trade Alliance, who was afterwards appointed trustee in Konsler's bankruptcy, said that some of the creditors were responsible for this prosecution. He denied that inducements had been held out to Silverstein to involve Konsler.

Many Offers.

Mr. Myers (for Silverstein): I suppose the members of your Alliance have told you that they have offered this wretched man large sums of money if he will volunteer a statement involving Konsler?—No. I have not heard that.

That is a surprise to you?—Yes. Mr. Oliver, K.C., prosecuting: Has there been any suggestion that the creditors should accept money?—No. The people behind me have set their faces against it. Has money repeatedly been offered?—Yes.

To stifle the prosecution?—Yes. Later in the day Mr. Dodson, for Konsler, said Mr. Morris ought to state definitely who had offered money to stifle the prosecution.

Mr. Alderman Jacobs said Mr. Morris ought to be asked the question.

Mr. Oliver said he would recall Mr. Morris on a subsequent occasion, and the defendants were again remanded on bail.

TO-MORROW'S FILMS.

"FASHIONS FOR WOMEN"
AT THE QUEEN'S.

Eather Ralston, appears as the leading player in "Fashions for Women" which will be the chief attraction at the Queen's Theatre to-morrow and Monday. Combining an appealing love story with a gorgeous fashion parade, the new film presents all the newest Parisian dress creations which will be worn by the ultra smart during the forthcoming season.

Marion Davies romps through a series of amusing escapades in "The Fair Code" which will be screened at the World Theatre to-morrow and Monday. The picture is a thoroughly entertaining account of college life from a student's point of view.

"Honour Bound" which is the feature to-morrow and Monday at the Star, is a gripping drama of life in a convict labour camp. George O'Brien and Estelle Taylor are the principals and are supported by a strong cast of other well known players.

BOTTLE MESSAGES.

THE "TITANIC" ONE A HOAX?

The message purporting to be from a man who got away in a lifeboat from the Titanic, when she sank in 1912, that was found in a bottle washed ashore near Swansea the other day is probably a hoax, like nine hundred and ninety-nine such messages out of a thousand.

Inquiries at Lloyd's show that practically the only genuine bottle messages are those that are thrown overboard by ships' officers to indicate the drift of the currents. Many hundreds of these messages have been thrown into the sea in special bottles to be picked up and sent either to the Hydrographic Department at the Admiralty or to the Hydrographic Department at Washington. In this way valuable data has been obtained.

Some bottles have drifted in the course of two or three years six thousand miles. Before me (writes a representative of *The Observer*) is a recent report of these bottle paper drifts from Washington. Taking half a dozen typical cases one finds the following records of drifts, each bottle having been recovered early this summer:—

Thrown overboard. Drifted.
July, 1925 5,400 miles
August, 1926 2,600 "
December, 1926 2,500 "
January, 1927 400 "
April, 1927 4,800 "
March, 1928 700 "
May, 1928 160 "

One ordinary bottle message that possibly may be genuine was that which was washed ashore on the Dutch island of Rotterdam on 1st month. On a torn sheet of paper were the words "Latham 1.7.28 84 Gr. (deg.) 23 min. east (east). Ronald Amundsen." The message was sent by aeroplane to the Norwegian Government.

Amundsen's friends say the signature bears a strong resemblance to his, and it is considered possible that he may have taken this means of attempting to communicate information of his position. But ordinarily shipwrecked men do not search for a bottle and a piece of paper to send messages. The stress at such times is too great; and, therefore, it is not surprising that the recovery of genuine messages cannot be recalled.

The majority of these bottle messages are sent to Lloyd's. The whole of the coast line of the world being apportioned to their agents. Anything that is picked up by coastguards is usually forwarded to them, and they in turn notify headquarters. The alleged Titanic message has not yet been received in London, but the grounds for believing that it cannot be authentic are that it would not have been drifting all this time, and that the currents would have taken it, not to Wales, but either in a north-easterly direction to the northern coasts of Europe, or alternatively in a south-easterly direction as far as the Mediterranean and then back again to the coast of America.

CHURCH AND STATE.

ECCLESIASTICAL PROBLEM
STILL AWAITS SOLUTION.

Paris, Nov. 2. Despite strenuous official efforts to redraft Article 71 of the budget M. Herriot is unable to approve any of the revised versions submitted. The Cabinet is continuing its efforts to-day but there is another obstacle ahead in the meeting of the Italian Congress at Angers this week-end which must endorse any eventual change in M. Herriot's attitude.—*Reuter*.

"It is a woman's privilege to tell lies."—Mr. Green (Tottenham magistrate).

TO-NIGHT'S DINNER
DANCE.AT LANE CRAWFORD'S
RESTAURANT.

Those who appreciate dancing and dining amid attractive, yet dignified environment, will be looking forward to the first dinner dance of the season at Lane Crawford's to-night, when it is expected there will be a large number of guests present.

The music will be provided by the recently engaged orchestra, the versatile members of which play fourteen instruments between them, and who have already proved their ability as unusually talented musicians.

It will be an added source of satisfaction to those intending to be present to-night, to know that a special licence has been obtained, allowing dancing to continue until 1 a.m.

JAPAN'S COMMERCE.

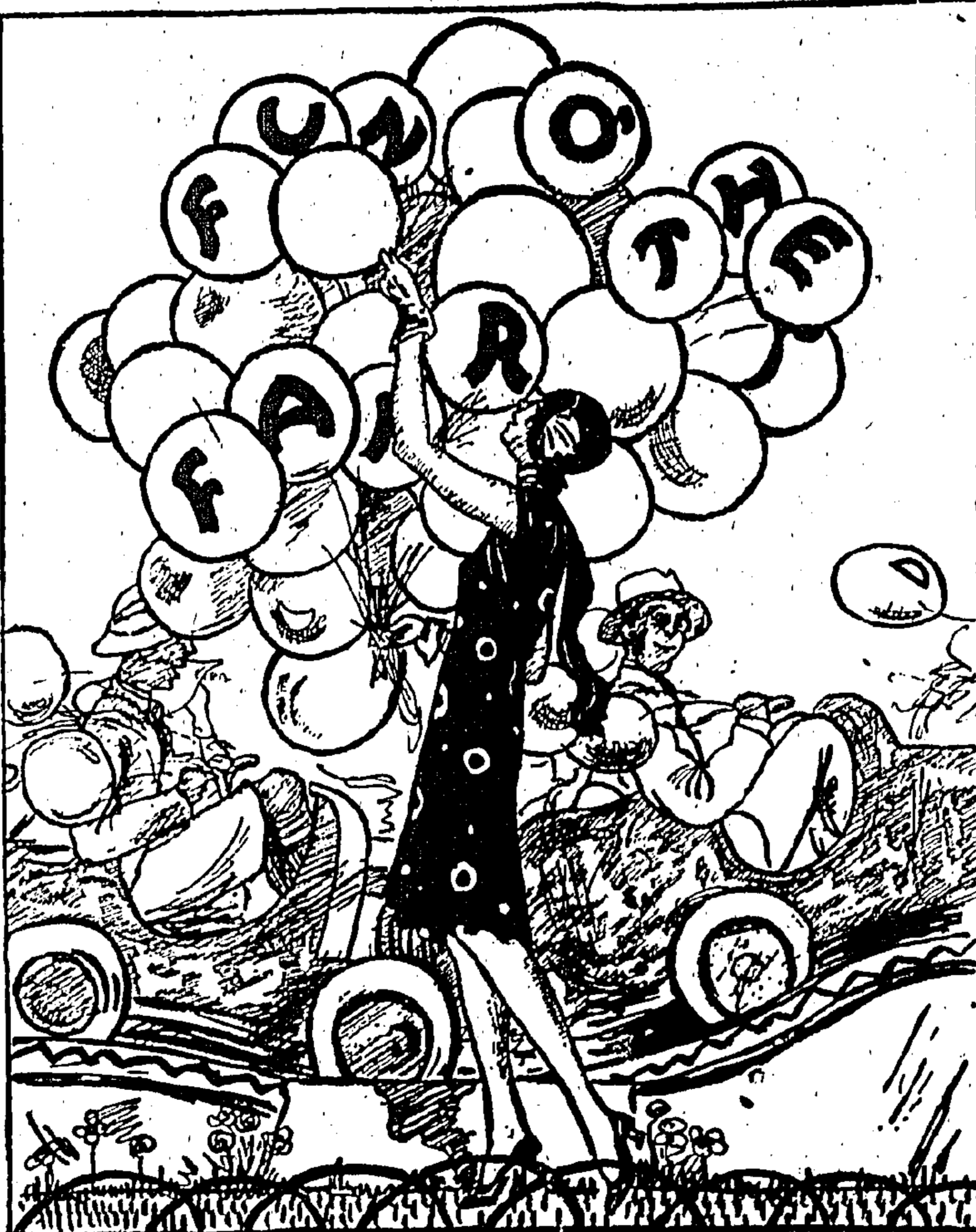
TRADE RETURNS FOR MONTH
OF OCTOBER.

Tokyo, Nov. 2.

The foreign trade returns for the month of October shows exports amounted to 179,000,000 yen and imports to 167,000,000 yen, making a total for the first 10 months of the year of 1,644,000,000 yen for exports and 1,824,000,000 yen for imports.—*Reuter*.

ANOTHER
SUPER PICTURE!D.W.
GRIFFITHpresents his greatest
picture since
"THE BIRTH OF
A NATION"DRUMS
OF
LOVECOMING TO THE
QUEEN'SLETTER GOLF
SOLUTION.

Here is the solution to the puzzle on another page.
CLASS, CLAMS, SLAMS, SEAMS,
REAMS, ROAMS, ROOMS.

HONGKONG WOMEN'S GUILD
and
MINISTERING CHILDREN'S LEAGUEwill be held again
at

LEE GARDENS.

(through the courtesy of the executors of the late Mr. LEE HYSAN)

on

Saturday, November 17th.

"Special Attractions This Year."

Massed Bands: Dancing Displays: Billiards Competition; Roll, Bowl or Pitch, and Fortune Telling.

Coffee Stall, Toys Stall; Pekia Fancy Goods, Lacquer and Picture Stalls.

ALL THE FUN O'THE FAIR.

COME! WHO'LL BUY?

BANKS.

THE BANK OF EAST ASIA,
LIMITED.

HEAD OFFICE—HONGKONG.

16, Des Voeux Road, Central, Hongkong.

Authorized Capital \$10,000,000

Paid-up Capital \$5,000,000

Reserve Fund (1927) \$1,500,000

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Batavia, Malacca, San Francisco

Bombay, Nagasaki, Seattle

Calcutta, New York, Shanghai

Canton, Hankow, Singapore

Hankow, Peking, Yokohama

Kobe, London, Manila

Lyons, Hongkong, Shanghai

Rangoon, Saigon, Tientsin

Sourabaya, Tokyo, Yokohama

Tientsin, Yokohama

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HONGKONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$10,000,000

Paid-up Capital \$5,000,000

Reserve Fund (1927) \$1,500,000

BRANCHES AND AGENCIES:—

Batavia, Malacca, San Francisco

Bombay, Nagasaki, Seattle

Calcutta, New York, Shanghai

Canton, Hankow, Singapore

Hankow, Peking, Yokohama

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THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Authorized Capital \$10,000,000

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"EMPRESS OF CANADA"

THE BLUE RIBBON SHIP OF THE PACIFIC

This off-burning steamer is the most modern type of floating hotel, with luxuriously appointed saloons and extensive promenade decks. The "Empress of Canada" has a white tiled swimming bath thirty feet long, eighteen feet wide, with a maximum depth of eight feet. With convenient dressing rooms and shower bath, and a large gymnasium adjoining it, there is found everything one could desire in an up-to-date athletic club.

SCHEDULE

Leave Hongkong	November 28th	Arrive Singapore	December 2nd
" Singapore	December 2nd	" Colombo	" 6th
" Colombo	" 6th	" Bombay	" 9th
" Bombay	" 9th	" Plymouth	" 24th

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 30 Nov. 1	EMPRESS OF ASIA	Nov. 2 Nov. 4	
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"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'L'. This advantage of the Cheques was so apparent that other banking institutions adopted the system."

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ROTTERDAM, AMSTERDAM, HAMBURG and
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M.V. "AGRA" ... Loading about 30th November

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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai & Kobe.

G. METZINGER...	6th Nov.	ANDRE LEBON...	6th Nov.
PAUL LEON...	20th Nov.	CHENONCEAUX...	30th Nov.
ANDRE LEBON...	4th Dec.	PORTHOS...	5th Dec.
PORTHOS...	18th Dec.	ATHOS II...	19th Dec.
CHENONCEAUX...	1st Jan.	D'ARTAGNAN...	2nd Jan.
ATHOS II...	15th Jan.	S'PHINX...	16th Jan.
D'ARTAGNAN...	29th Jan.	G. METZINGER...	30th Jan.
S'PHINX...	12th Feb.	PAUL LEON...	13th Feb.
G. METZINGER...	26th Feb.	ANDRE LEBON...	27th Feb.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

YALOU ... 10th November.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

Telephones: C. 651 & 740. 8, Queen's Building.

DOUBLE MURDER.

PRISONER ACQUITTED OF CAPITAL CHARGE.

After several hearings, Mr. W. Schofield disposed of the Wosung Street murder case yesterday afternoon when he found that there was insufficient circumstantial evidence to justify the commitment of the prisoner, who was accordingly acquitted of the capital charge.

Mr. H. Somerset Fitzroy conducted the case for the Crown with Hin-shing Lo (instructed by Mr. J. M. Hall), for the defence. Mr. J. M. Remedios held a watching brief on behalf of the relatives of the deceased.

At the conclusion of the case for the Crown, his Worship remarked that there was no direct evidence of the defendant's guilt and the indirect evidence consisted of a dying declaration made by one of the deceased men together with a certain amount of circumstantial evidence.

Mr. Fitzroy pointed out that the motive for the murder had been shown by evidence of the quarrels and threats used by the prisoner to the deceased.

His Worship replied that that of course formed part of the circumstantial evidence. There was, his Worship, observed, serious weakness in the evidence.

Mr. Fitzroy pointed out to his Worship that the guilt or innocence of the prisoner was not for that Court to decide. All that his Worship was required to give a decision on was whether his Worship was convinced that there was a probable presumption of the prisoner's guilt or that the evidence justified his commitment for trial.

Conflict of Evidence.

His Worship intimated that the indirect evidence of the dying declaration had been proved to be false in one particular.

Mr. Fitzroy: That being? His Worship pointed out that both the prisoner's and his brother's names had been called out by the deceased, while the prisoner's brother, who was originally charged, had been acquitted on the application of the prosecution.

Mr. Fitzroy replied that the brother had been seen at 4 a.m. at No. 602 Queen's Road and again at 6 a.m. It was possible for him to have gone to Yau-mat and then returned to Queen's Road again between those two times. He (Mr. Fitzroy) could not, however, ask the man to face a charge of murder on that evidence.

Speaking of the defendant's whereabouts on that night, Mr. Fitzroy said that no one had seen him in Kowloon between the afternoon of September 18 and the time when he was arrested at the Macao wharf the following morning, nor had any evidence been produced to show that he was in Hongkong during that time.

Mr. Fitzroy submitted that there was a *prima facie* case made out. His Worship, reverting to the evidence of the dying declaration said that it was by no means satisfactory. There had been no corroboration of the evidence of the uncle who was sleeping in the rear cubicle in the shop.

Counsel's Submission.

Mr. Lo was then asked to address the Court, Mr. Lo said that

FORCES GATHERING.

MAY CROSS JAPANESE CONTROLLED ZONE.

Peking, Nov. 2.

The forces opposing Liu Chen-nien are gathering at Weihsien, Laiyang and Tengchow and other places and it appears that there is some likelihood that the Japanese military authorities in Shantung will allow the Nationalist forces to cross railway zone to attack Liu Chen-nien, provided adequate guarantees are given for the safety of Japanese life and property.—*Reuter*.

It was not as a matter of form but in perfect seriousness that he must submit there was no case for him to answer nor any evidence to commit the prisoner. No intelligent jury would ever convict on such evidence as produced by the Crown. The case for the prosecution was based on evidence of a most flimsy nature.

The Crown case, said Mr. Lo, was based on some supernatural reason of someone dead, or alive. There had not hitherto been a weaker murder case presented by the Crown than that in which his client was arraigned on the capital charge yesterday. Beyond suspicion there was not one iota of evidence.

Mr. Lo reviewed the evidence of the prosecution and pointed out that while the uncle had stated that he had supported his nephew, one of the deceased men, to the shop, another witness had said that he had seen the man walk back unsupported.

It was not necessary for him (Mr. Lo) to suggest that the uncle had perjured himself. Mr. Lo also accused the Chinese detectives of contaminating the evidence and coaching the uncle, as was betrayed by his excess of enthusiasm in getting Mr. Lo's innocent client convicted.

The Deceased's Statement.

Mr. Lo pointed out that it was not up to him to prove any *alibi* before the prosecution had made out their case.

Referring to the prisoner's presence on the Macao wharf, Mr. Lo said that it was a habit among Chinese to have any message they desired sent anywhere delivered early and not to wait until the eleventh hour. If the prisoner were guilty, Mr. Lo pointed out that he would have waited until the boat was just about to sail before going on board. The accused, said Mr. Lo, was the victim of circumstances.

His Worship said that he did not think that there was sufficient evidence to justify the case being committed for trial. Even if it was assumed there was a dying declaration of the nature described, his Worship could not accept that the prisoner's brother took any part in the murder, with his own hands at any rate. Whether the deceased meant that the prisoner's brother had had instigated the crime, his Worship could not say. It was possible also that the prisoner had taken no part in the murder and when the deceased had called out his name, he (the deceased) might have meant that the prisoner had merely instigated the crime. The defendant was discharged.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "CYCLOPS,"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 3rd November. Optional Cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after the 9th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd November, or they will not be recognized.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd November, 1928.

"SKOTOGRAPH" RIDDLE

JAPANESE DOCTOR FAILS TO LIFT THE VEIL.

The science of "Skotographs," is still as wrapped in mystery as ever. Its elucidation by Dr. Fukurai, a Japanese professor, was scheduled to take place before the London Spiritualist Alliance, but the explanation failed to explain anything.

It was all a little unfortunate. No doubt Dr. Fukurai has a real message to deliver or a story to tell, but his limited knowledge of English proved a serious handicap.

He proceeded to read a long thesis in English, about one word in fifty which was intelligible. One gathered the rough impression that he was comparing the Eastern and Western conceptions of life after death, but, after a quarter of an hour, even the combination of English politeness and spiritualistic enthusiasm gave it up.

The Tacit Chairman.

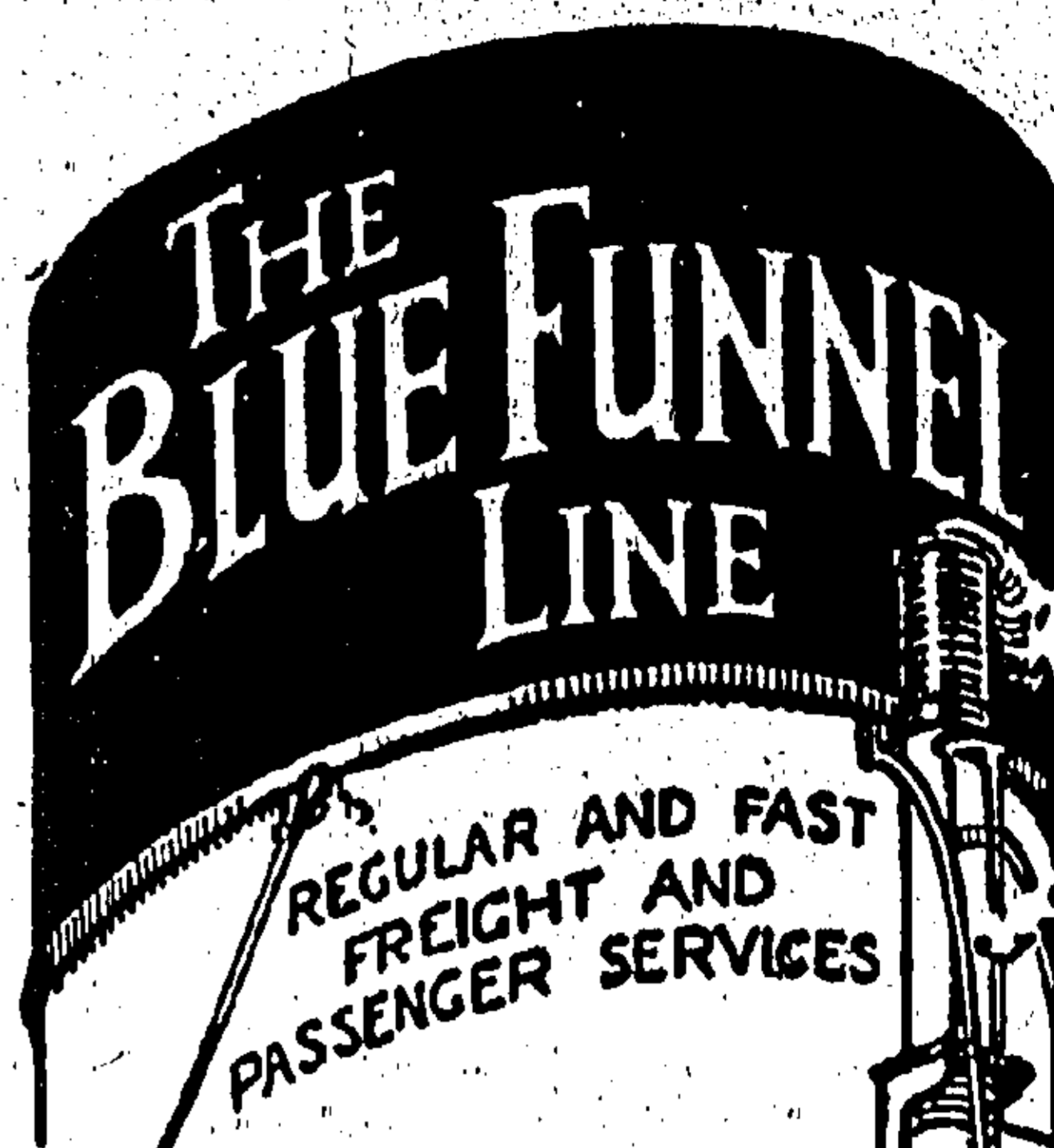
The Chairman was then urged to read the thesis himself. He communicated this desire to the lecturer. "Yes, yes," replied the doctor with a happy smile and went on reading quicker than before.

Eventually he read himself to a standstill, and the Chairman, with commendable tact, gently relieved him of his manuscript, which he proceeded to read himself—with a strong Scots accent.

The general idea seemed to be this: Certain Japanese gentlemen had gathered together with a packet of unexposed photographic plates. One of them had thought hard of the image of a certain Prince, willing this to appear upon the fifth plate in the packet. On the fifth plate being developed the desired picture was found.

"May we see a picture?" asked a seeker after Truth. Dr. Fukurai's memory is traditionally professorial. He had forgotten his photographs and mislaid his secretary-interpreter.

A rather unfortunate evening altogether.



LONDON SERVICE

"MENE LAUS"	13th Nov.	M'les, London, R'dam & Hamburg
"ANTENOR"	20th Nov.	M'les, London, R'dam & Glasgow
"DIOMED"	11th Dec.	M'les, London, R'dam & Hamburg

LIVERPOOL SERVICE

"TITAN"	20th Nov.	Genoa, Havre, Liverpool & G'gow
"GLAUCUS"	28th Dec.	Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama

"IXION"	17th Nov.	Victoria, Vancouver & Seattle
"TYNDAROS"	13th Dec.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"PYRRHUS"	17th Nov.	New York, Boston & Baltimore
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INWARD SERVICE

"HECTOR"	13th Nov.	Shanghai, Taku & Dairen
"PERSEUS"	17th Nov.	Sh'hai, Moji, Kobe & Yok.

PASSENGER SERVICE

"ANTENOR"	20th Nov.	Singapore, Marseilles & London
"HECTOR"	24th Dec.	Singapore, Marseilles & London

*Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Taft Tues., Nov. 6th, 5 a.m. Pres. McKinley Tues., Nov. 13th

Pres. Jefferson Tues., Nov. 20th Pres. Grant Tues., Nov. 27th

Pres. Lincoln Tues., Dec. 4th Pres. Cleveland Tues., Dec. 11th

Pres. Madison Tues., Dec. 18th Pres. Flores Tues., Dec. 25th

\$120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Sun., Nov. 4, 8 a.m. Pres. Monroe Sun., Dec. 16, 8 a.m.

Pres. Garfield Sun., Nov. 18, 8 a.m. Pres. Wilson Sun., Dec. 30, 8 a.m.

Pres. Harrison Sun., Dec. 2, 8 a.m. Pres. V. Buren Sun., Jan. 13, 8 a.m.

To Manila

Pres. Adams... Nov. 4th, 8 a.m. Pres. Garfield... Nov. 18th, 8 a.m.

Pres. McKinley Nov. 6th, 6 p.m. Pres. Grant... Nov. 20th, 6 p.m.

Pres. Jefferson Nov. 10th, 6 p.m. Pres. Lincoln... Nov. 24th, 6 p.m.

For Bookings, Passenger and Freight Information, apply to 12, Pedder Street, (opposite Hongkong Hotel).

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American Mail Line

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AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent & Most Up-to-Date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO SAIL
*TAIPING	6th November	13th November
CHANGE	7th December	14th December
TAIPING	4th January	11th January
CHANGE	8th February	15th February

*Calls at Hilo.

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... Havre, London, Rotterdam, & Hamburg... 14th Nov.

"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 8th Dec.

"CITY OF LAHORE" ... London, Rotterdam & Hamburg ... 9th Jan.

* Passenger Steamer. Fares to London: 1st Class £80; 2nd Class £55.

BOSTON, NEW YORK & BALTIMORE

"CITY OF PERTH" ... via Suez Canal ... 27th November.

"CITY OF CHESTER" ... via Suez Canal ... 27th December.

ALSO AGENTS FOR

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SERVICES TO

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"CEDARIANK" ... via Suez Canal ... 25th November

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MAURITIUS & SOUTH AFRICA

"TINHOW" ... 1st December

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel and Bay of Plenty.

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Sailings from Hongkong—Daily at 8 a.m. (Sundays and 10.00 p.m. only).
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SPECIAL EXCURSIONS TO MACAO.

HONGKONG TO MACAO | MACAO TO HONGKONG

MACAO FAIR:

SATURDAY, 3rd NOVEMBER.
11.00 a.m. "LUNGSHAN" | 3.30 p.m. "LUNGSHAN"
3.00 p.m. "WING ON"

MACAO RACES:

SUNDAY, 4th NOVEMBER.

8.00 a.m. "SUI AN" | 4.00 p.m. "SUI AN"
9.30 a.m. "TAISHAN" | 5.45 p.m. "TAISHAN"

RETURN SALOON PASSAGE FAIR: \$5.00

Notice:—Steamers Lungshan and Taishan will sail from and return to the Hongkong Wharf.

S.S. "SUI AN" will sail from and return to Wing Lok wharf.

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

BOSTON, NEW YORK & BALTIMORE.

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"BLUE FUNNEL LINE"

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "PYRRHUS" ... via Suez Canal 17th Nov.
S.S. "CITY OF PERTH" ... via Suez Canal 27th Nov.
S.S. "CITY OF CHESTER" ... via Suez Canal 27th Dec.
Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

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Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENSHIEL" (Via Oran) ... 12th Nov.
Motor Vessel "GLENBEG" (Via Oran) ... 14th Dec.
Steamship "GLENIFFER" ... 9th Jan.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "PEMBROKESHIRE" ... 11th Nov.
Steamship "GLENIFFER" ... 23rd Nov.
Steamship "GARMARTHENSHIRE" ... 12th Dec.
Steamship "GLENSHANE" ... 31st Dec.
Motor Vessel "GLENOGLE" ... 6th Jan.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

will be despatched hence on the

21st NOVEMBER, 1928

FOR SYDNEY, MELBOURNE & ADELAIDE

Via Manila, Iloilo, Sandakan, Tarakan, Balikpapan and Rabaul.

For Freight and Passages, apply to:

DODWELL & CO., LTD.

Agents.

Queen's Building.

Tel. No. Central 1030.

ARMED ROBBERY.

FOUR MEN COMMITTED FOR TRIAL.

The preliminary trial, before Major O. Wilson at the Central Police Court, of four men who are charged with armed robbery at No. 3 Kwong Hon Terrace, last month, concluded yesterday afternoon with the commitment of all four accused for trial at the Criminal Sessions this month.

Statements which the men are alleged to have made at the time of their arrests were produced. The first man stated that he took part in the robbery, but did not steal any of the jewellery. He carried a revolver at the instigation of one of the others and concealed it after they left the floor.

The second accused had nothing to say.

The third accused said they carried only two knives, a revolver and a chisel.

The fourth accused stated that he was asked to join in the robbery, it being pointed out to him that he was poor. On arrival on the floor, he seized a woman in the middle cubicle, but did not take anything.

After making the statements, the four accused were committed for trial, as mentioned above.

A HONGKONG ESTATE.

FORMER CHINA OFFICIAL'S DEATH IN ITALY.

Sir Charles John Dudgeon, formerly of Shanghai and late of La Cereda, Varese, Italy, who died at San Remo, Italy, on January 23, this year, left Hongkong estate to the value of \$20,000 while not personal estate in England amounts to £62,063.

Executrix and executors appointed are Dame Isabelle Annie Dudgeon (widow), Marchesa Clara Alice Cecilia Rappini di Castel Delfino (daughter), both residing at Varese; Sir Charles Pearce, of Shanghai; and Mr. C. D. Kerr, Sir Charles Pearce, however, died in England last month.

Bequests are of a family nature. [The late Sir Charles Dudgeon was the Assistant British Commissioner for Revision of Commercial Treaties with China 1901-2, and was President of the China Association in 1911.]

The Chilian Government have placed a further order with the De Havilland Aircraft Company for 40 Gypsy Moth planes.

FIVE YEARS AFTER THE WAR.

(Continued from Page 2.)

one's way among vast holes, masses of fallen masonry, headless figures, fragments of capitals. The blue sky showed through the gaping portions of roof that remained and the sun gleamed on the remains of golden mosaic exposed to the light of day. I think the wreck of this great Basilica caught more poignantly at one's heart than many other things. It was beautiful in its utter ruin, dignified, mutely appealing to the passer-by to witness to the wickedness and folly of war.

The wooden crosses in the resting place we sought beyond Eapume had not yet been replaced by stone. It was a spot so full of peace and beauty and glowing flowers that it dropped some balm into that unending ache of loss.

O strong soul, by what shore Tarriest thou now? For that force

Surely has not been left vain! Somewhere surely after

In the sounding labour-house vast

Of being is practised that strength

Zealous, beneficent, firm.

Beyond the plot so lovingly tended by English hands, separated only by barbed wire, lay further rows of crosses. But how poignant the contrast. On the one side the soft green turf, the masses of lilies, pinks, snapdragons, nasturtiums, pansies, Mignonette and all the dear homey English flowers—on the other, the German graves which at that time had received but little care.

We wandered into the mournful spot and read the names where they were decipherable and once again the horror, the futility, the stupidity of war rose up in all its hideousness.

On the one side John Smith lay beneath the flowers, and on the other Johann Schmidt lay beneath the long grass. They had no quarrel with each other. Among all the young and gallant and happy whom the rows of crosses now stand for, there was not one who sought the quarrel. One does not dare to think of the sum total of sorrow represented by those wooden crosses, a mere fraction of the result of that five years' holocaust of youth.

They left home and high hopes and happiness, wives, parents, sisters and children for nameless hardship and death. Now they lie scarce a few yards apart.

A pulse in the eternal mind At such a moment and in such a spot, one feels that every man and woman should devote strength and brain to the League of Nations which through difficulty and distrust, seething and hostility, yet holds aloft the torch of Peace.

From the glowing countryside of France to the grey dreary fields of Flanders and its bleak flat coast. Our car hummed along the dull road that leads from Knocke to Zeelbrugge-Nieuport-Dixmude-Vimy—names that stand for grim battles by sea and by land. Here the iron of the war seemed to have eaten into the very soul of the land. Unattractive in peace were these little towns and the tide of battle that swept over them left hideous shells that once were dwellings or where the buildings were completely razed, stark red cottages and houses now stared out of the treeless windswept landscape.

The coast of Flanders was a nightmare and so were the inland roads, torn by shells, with the waste fields as yet uncultivated lying on either side.

Our Belgian driver had been all through the war; after his second wound he was unable to return to the fighting line, but drove a car for a general.

At one spot he stopped and his face grew drawn and old. "I saw here," he said, "I saw here—oh, my God—no, it is better not to tell."

He had a simple manly way with him, he knew every yard of the country and had told a plain unvarnished tale. We did not press him to tell of the nameless horrors of that road.

Xpous was the crowning point of the nightmare. The town that was once the glory and pride of Belgium had become a hideous blot of red brick and rubble. We had with us a keen student—an enthusiast for Belgian architecture as it was before the war—a deliver in the archives of the country.

He stood desolate and mute in the midst of the "Place," staring at the reconstruction of the Cloth Hall—at the wreck and horror where once was beauty and dignity and peace.

There is only one gracious memory in that long and painful day. Round Poperinghe there are still avenues of rustling trees and fields of grain. We sought the grave of a young Ceylonese soldier. It was hard to find, but at last we discovered the little cemetery, off the high road. There were only about twenty wooden crosses, but the little plot was well-tended and full of flowers. We hung on the wooden cross the wreath of purple and gold sea lavender from his mother and sister and our thoughts flew to them seven thousand miles away.

We were glad that he rested among the peaceful fields. The sun was shining there and the shadows of the haystacks near by lengthened across the field. Birds sang, and the poppies nodded along the hedgerow. The driver of the car stood bareheaded beside us. "He was a relation," he said.

We told him, "No, but he had come many thousands of miles to fight for freedom."

The tears came into the man's eyes. "That was good, that was courageous. May he rest peacefully." He turned away and hid his face in his hands.

The years pass and although outwardly much is the same, the scars of the war remain. Men and women have had to take up the daily round but the heartache endures. And moreover those who gave their health and youth and strength for us are in many cases poor and unemployed and homeless. The shouting and the tumult die and the "hero" is left to fend for himself—his occupation gone, the future chafed. There are widows and orphans left to struggle on a wretched pittance, the light of their lives extinguished. For these Earl Haig's Fund stands as a protest against the forgetting of a debt we owe to those who fought and suffered for us.

Every poppy that is sold on Armistice Day goes to help a disabled fighting man or his dependents. It needs little imagination to rouse every man, woman, and child to pay this tribute to the dead and to the living, to realise that the security in which they dwell, the peace and sunshine and prosperity were won for them by the spirit of sacrifice that prompts

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO' ANTWERP, LONDON & STRAITS.

The Steamship, "BENNEVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, where they will be examined on the 2nd November, 1928, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 27th October, 1928.

OCEAN STEAM SHIP CO., LTD.

And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "DEUCALION"

From UNITED KINGDOM and CONTINENTAL PORTS and are hereby notified that the cargo will be discharged into the Godown of the Wharf, where it will be at consignee's risk and subject to terms and conditions of storage at the Godown. The Cargo will be ready for delivery from Godown on and after 2nd November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd November, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd November, 1928.

Count the

TELEGRAPHS!

a man to lay down his life for his country.

France—Flanders—Gallipoli—Mesopotamia—the gallant dead who lie in these foreign lands live in our hearts and have reposed a sacred trust in us—the care of their comrades who won through—and of their wives and children.

[We have been asked to state that subscriptions to the local Poppy Day fund will be gratefully received by the Hon. Treasurer, Mr. J. Kerr Shaw, c/o Jardine, Matheson & Co., Ltd.]

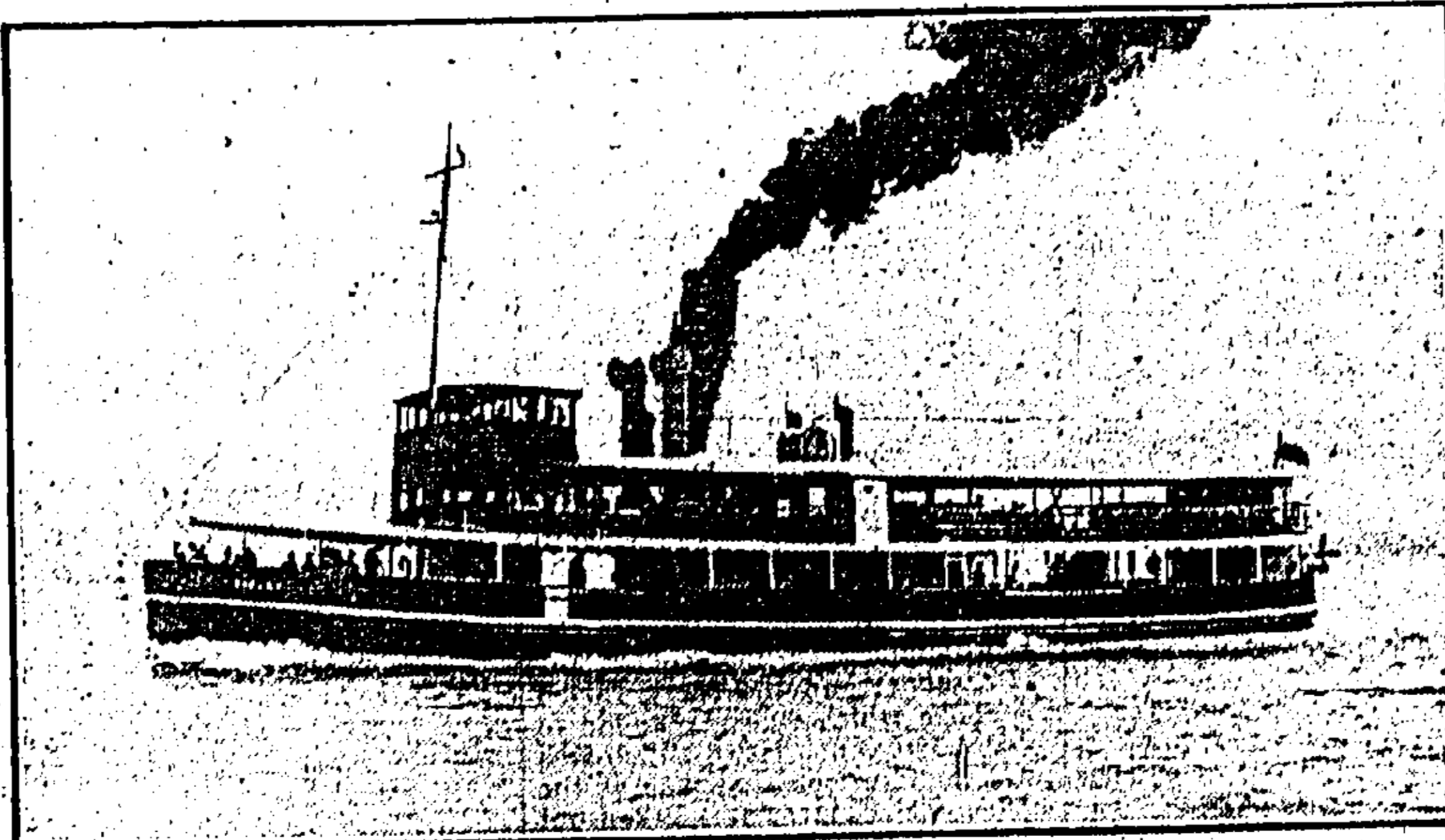
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Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MACEDONIA	11,120	10th Nov.	Bombay, M'lee & L'don
KIDDERPORE	5,334	13th Nov.	Straits, B'bay & Karachi
*KHYBER	9,114	24th Nov.	Marselles, L'don & Hull
KARMALA	9,138	1st Dec.	Marselles & London

*Cargo only. *Calls Cassablanca.

Frequent connections from Port-Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Ebedival Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKIWA	7,936	3rd Nov. 3 p.m.	S'pore, Penang & Calcutta
TILAWA	10,005	28th Nov.	S'pore, Penang & Calcutta
TAKADA	6,949	10th Dec.	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	5 Nov. 11 a.m.	Manila, Sandakan, Thure, TANDA
TANDA	6,656	30th Nov.	Island, Townsville, B'bane
ST. ALBANS	4,500	28th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kulambagar, Tawau, Tiaru, Darwin, or other ports en route as indicated on chart.

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The Union S. S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KASHMIR	8,985	4 Nov. D'light.	S'hai, Moji, Kobe & Yokohama
TILAWA	10,006	4 Nov. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka

TANDA | 6,956 | 9th Nov. | Moji, Kobe, Osaka & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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P. & O. Bldg., Connaught Rd., C.

Agents.

N.Y.K. LINE

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Korea Maru Tuesday, 13th Nov.

Shinyo Maru Tuesday, 27th Nov.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakusan Maru Sunday, 4th Nov at Daylight.

Haruna Maru Saturday, 17th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru (Calls Zambo Auga) Wednesday, 21 Nov.

Tango Maru Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

Tamba Maru Sunday, 11th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Rakuyo Maru Monday, 12th Nov.

SOUTH AMERICA (EAST COAST) via Singapore,

Cape Town & Ports.

Hakata Maru Saturday, 10th Nov.

NEW YORK & BOSTON via PANAMA.

Lisbon Maru Tuesday, 6th Nov.

Tsuyama Maru Monday, 26th Nov.

LIVERPOOL via Port Said, Genoa & Marseilles.

Toyooka Maru Wednesday, 21st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

Malacca Maru Thursday, 8th Nov.

Penang Maru Monday, 19th Nov.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru Friday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

Morioka Maru (Mojit Direct) Thursday, 8th Nov.

Katori Maru Monday, 12th Nov.

Kamakura Maru (Kobe Direct) Monday, 19th Nov.

*Cargo only.

Subject to alteration without notice.

For further information apply to:— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	{ Kwaisang { Waishang { Pooshing { Chaksang	Sun. 4th Nov. at 7 a.m. Wed. 7th Nov. at 7 a.m. Sun. 11th Nov. at 7 a.m. Wed. 14th Nov. at 7 a.m.
TO OSAKA via AMOI, MOJI & KORE	{ Hosang { Kutsang	Satur. 24th Nov. at 7 a.m. Satur. 1st Dec. at 7 a.m.
TO STRAITS & CALCUTTA	{ Suisang { Kumsang { Poeksang	Mon. 12th Nov. at 3 p.m. Fri. 16th Nov. at 3 p.m. Tues. 20th Nov. at 3 p.m.
TO SANDAKAN	{ Mausang	Thurs. 15th Nov. at 3 p.m.
TO CANTON	{ Pooshing	Mon. 5th Nov. at 10 p.m.
TO TIENTSIN	{ Ohloshing	Tues. 6th Nov. at 5 p.m.

THE HONGKONG

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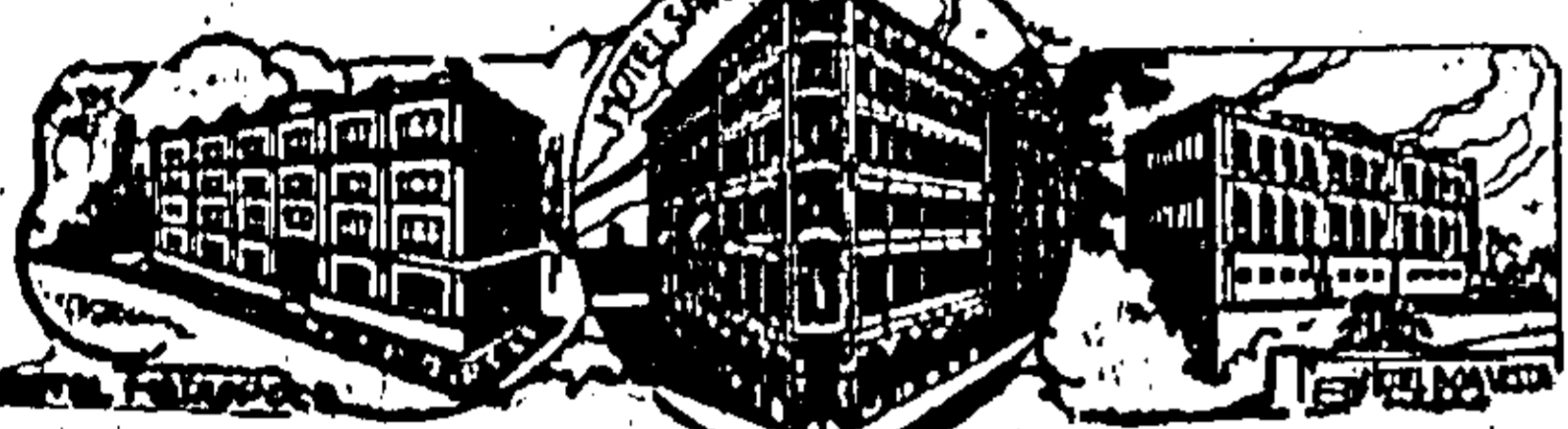
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chest, killing all germs and quickly soothe
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WINNING CREW IN TREVESSA TROPHY RACE.



Above are Mr. A. C. Dalziel (helmsman) and crew from the Douglas steamer Hatching,
winners of the Trevesa Trophy for this year. This is the fifth win for a boat of the
Douglas Company's fleet. (Photo: Mee Cheung).

IN MEMORY OF THE UNCLAIMED MONEY IN GALLANT DEAD.

NEW BRITISH MEMORIAL IN FRANCE.

SUNDAY CEREMONY.

London, Nov. 2.
Lieutenant-General Sir William
Pulteney will unveil on Sunday a
memorial erected at La Ferte Sous
Jouarre in honour of the British
Expeditionary Force and to record
names of 3,888 officers and men
who fell in the operations at Mons
and on the Aisne in 1914 but have
no known graves.

Field-Marshal Sir George Milne,
Chief of the Imperial Staff, and
General Sir Horace Smith-Dorrien
will be present. Marshal Foch
and General Wyngard will also at-
tend.

A Guard of Honour numbering
over 100 officers and men will be
commanded by Colonel Heywood,
of the Coldstream Guards, and in
its constitution will be a body of
exceptional distinction.

It will include one representative
of every regiment or corps which
figured in the composition of the
original British Expeditionary
Force. Every man in it took part
in the operations of 1914 in the
ranks of his unit and is still
serving to-day.

Many constituents of the Corps
have been disbanded, such as the
famous Irish regiments, but
representatives of these Corps
have been found serving in
other Corps and on the day
of the ceremony they will attend
wearing the uniform of the unit in
whose ranks they fought in 1914.
—British Wireless.

NEW KOWLOON MOTOR BUSES.

TESTS CARRIED OUT YESTERDAY.

With an additional fleet of 17
new locally built buses, the Kow-
loon Motor Bus Company hopes to
have an efficient and adequate ser-
vice to cope with the growing needs
of the Peninsula by the end of the
year, by which time the entire num-
ber of Ford vehicles, which are still
maintained on account of the
deficiency in numbers of the
larger buses, will be dis-
posed of.

Three bodies which were designed
and built locally were completed
during the past week and were
yesterday officially inspected and
the engines tested by the Captain
Superintendent of Police and other
members of the Force. The
vehicles gave every satisfaction and
were not only praised for the
smoothness of their running but
for the comfort of the seats. They
are the largest that have hitherto
been placed on the run and with the
completion of another 14 during the
next month or two, the Company
will be able to meet with the needs
of the travelling public on the Pen-
insula.

The new buses are similar to the
other vehicles belonging to the com-
pany and are built on Thornycroft
U.B. chassis with engines of 50
h.p. The bodies are constructed of
teak wood especially suited for the
local climate.

The total number of buses
operated by the Company at present
is 33 and as soon as the new vehicles
are completed the Ford buses which
are still doing service for the Com-
pany will be entirely dispensed with.

Rain fell on only two days dur-
ing October according to the report
of the Botanical Gardens Superin-
tendent, the total being 38 inch.
There has been no rain recorded
since October 4th.

(Continued from Page 1.)

the Colony and, if he considers it
desirable, also in any place where
it appears probable that persons
entitled to share in the residue of
the estate may be found. This
gets rid of the term "mother
country," and substitutes for it the
place where the advertisement is
most likely to be effective. The
period allowed for the claim is five
years from the date of the adver-
tisement.

(d) The official administrator
is by clause 5 to pay unclaimed
balances either into the Treasury
or under the direction of the Treas-
urer into an account of the Gov-
ernment at a named bank. The
Governor has power to direct such
sums to be transferred to the
general revenue of the Colony but
in the case of a balance amounting
to \$100 or upwards this power can
only be exercised on production of
a certificate by the official adminis-
trator that the advertisements re-
quired have been published and
that five years have elapsed since
such advertisements and that
no further claim can reasonably be
expected.

(e) Provision is made by clause
6 for interest to be added to the
principal. This clause does not
apply if the balance be less than
one hundred dollars.

Provision for Transfer.

(f) Provision is made by clause
7 for the transfer to general re-
venue of unclaimed balances, other
than those of intestate estates, re-
maining in the Supreme Court for
five years or longer, and the
Court is empowered to require
notice to such parties as it may
think fit.

(g) Provisions are made by
clauses 8, 9, and 10 for the refund-
ing of sums of money transferred
to the general revenue of the Co-
lony; and the Governor in Council
has power to entertain moral
claims respecting the same and
also legal or equitable claims
where the amount is less than one
hundred dollars. Any payment
under any order made by the Gov-
ernor in Council is a bar to the ex-
tent of such payment in any sub-
sequent claim against the Crown.

(h) Clause 12 makes any pay-
ment under this Ordinance charge-
able to general revenue.

(i) Clause 13 repeats the proviso
to section 25 of Ordinance 2 of
1897 for the reason that the
periods mentioned in the Unclaim-
ed Balances Ordinance, 1885, a.p.
in sections 4, 5 and 6 of that Or-
dinance disappear with the repeal
of that Ordinance.

ATTEMPTED HARBOUR SUICIDE.

CHINESE RESCUED BY POLICE LAUNCH.

A would-be suicide was rescued
from the Harbour at 7.45 o'clock
last night. The man, a well-
dressed Chinese, jumped into the
harbour whilst crossing from
Hongkong to Shamshuipo on the
ferry launch Man Loong.

Passengers on the ferry raised
an alarm which was responded to
by Police Launch No. 5 which was
near the Kowloon Godowns at the
time. The Chinese was taken out
of the water and artificial respiration
was applied. Later the man was
sent to the Kowloon Hospital in
a semi-conscious condition.

Enquiries on board the ferry
failed to establish the identity of
the man.

Manchester-square, W.I., is to be
a traffic "roundabout."

CHINESE RAILWAY PROBLEMS.

MUKDEN RETURNS SOME OF SEIZED STOCK.

REVENUE DECISIONS.

Shanghai, Nov. 2.
Peking reports state that the
Manchurian Government has re-
turned 12 locomotives and about
200 coaches to the Nationalists,
but of these only four of the 12
engines were in working order,
whilst the coaches are all 15-ton
wagons and are of no great value
for railway communication in the
North.

It appears that towards the end
of the Northern Expedition and
during the time when the late
Marshal Chang Tso-lin organised
the retirement of all Fengtien
troops from Peking to Manchuria,
the latter seized from the Peking-
Hankow, Tientsin-Pukow, Peking-
Mukden and Peking-Suiyuan Rail-
ways no fewer than 6,000 pas-
senger and freight coaches and
some 480 locomotives.

Regarding the Fengtien-Nation-
alist negotiations concerning the
revenues of the Peking-Mukden
Railway, it is reported that both
sides have agreed that the Nation-
alists shall control and derive re-
venues on the section from Peking
to Luanchow, whilst the Fengtien-
ites will administer the section
from Mukden to Tongshan.
Between Tongshan and Luanchow
there will be both Nationalist-
controlled and Fengtien-controlled
trains, run under a joint scheme.

HILLSIDE FIRE SEQUEL.

ORDER FOR PAYMENT OF COMPENSATION.

Arising out of the fire at the
Ngai Yuen Garden, in the Sheung-
shui district, in which about three
thousand pine trees were involved,
two Chinese, who were arrested on
October 27, were brought before Mr.
J. A. Fraser, District Officer, North,
at Taiipo and each sentenced to one
day's imprisonment.

One of the two defendants, who
was stated to be the master of a
rice and wine shop, was
further ordered to pay \$100 as com-
pensation to the owner of the Ngai
Yuen Garden.

Mr. G. B. Twemlow, of the Bot-
anical and Forestry Department,
assessed the damage at \$100.

SANDINO'S MEN NOW BROKEN UP.

REBEL LEADER NO LONGER A FACTOR.

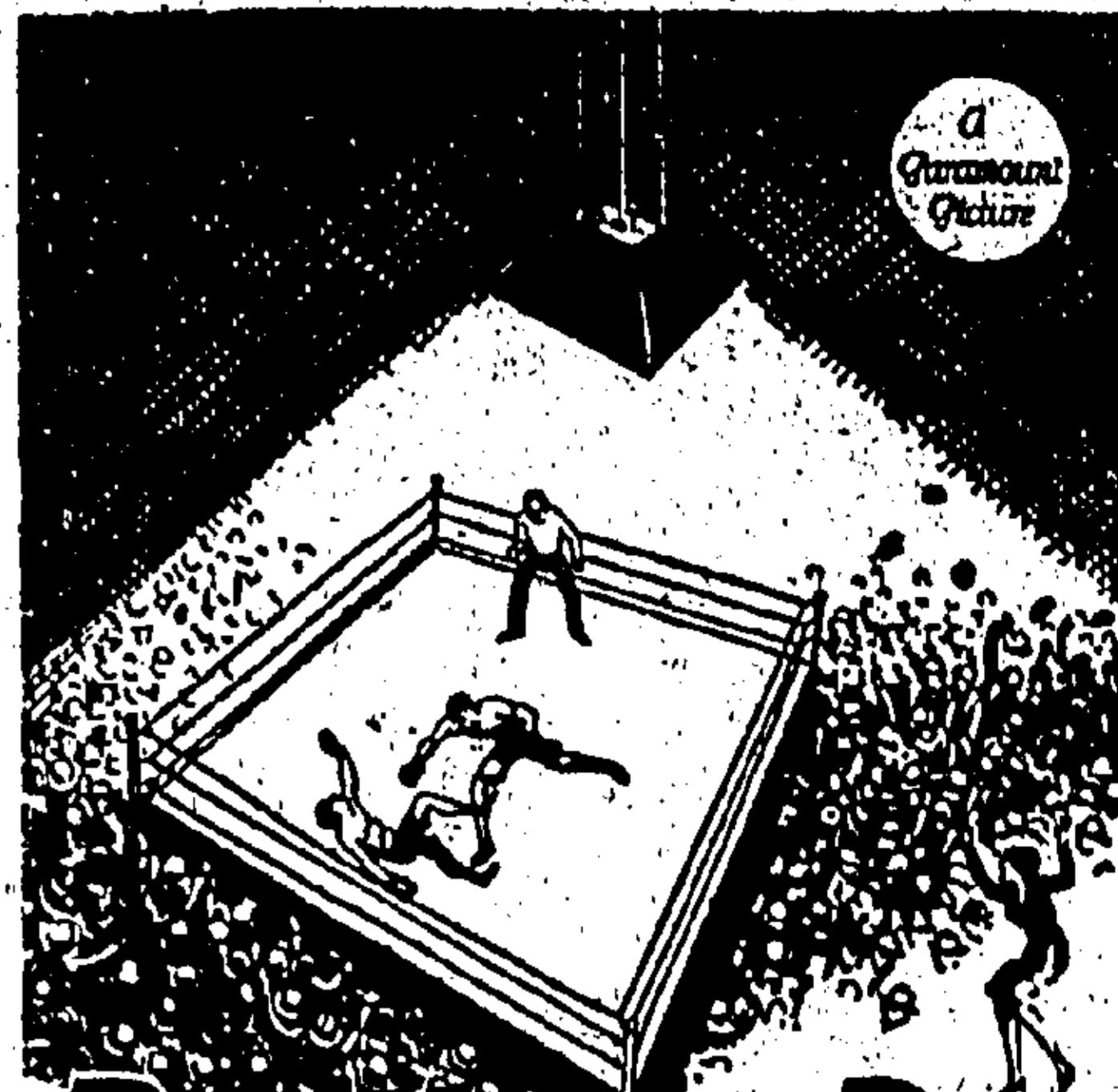
Managua, Nov. 2.
According to reports of officers
of the United States Marine
Corps, General Sandino, the Nica-
raguan Liberal rebel, has ceased
to be a factor in North Nicaragua.

It is stated that the present
whereabouts of the leader, whose
outrages have shocked the Ameri-
cans, are at present unknown, but
it is added that only scattered
handfuls of his followers, total-
ling altogether about eighty are
still operating against law and
order.—Reuter's American Service.

Oak Hill College, East Barnet,
with grounds of 40 acres, founded
by the late Mr. Baring Young, for
training candidates for ordination
in the Church of England, has been
opened.

DIX WINS AGAIN!

—in this tremendous picture of the prize ring,
full of pep, action, laughs and thrills—all in
Knockout Quantities!



RICHARD DIX in Knockout Reilly

MARY BRIAN
JACK RENAU
MALCOLM ST. CLAIR
PRODUCTION
ADOLPH ZUKOR and JESSE L. LASKY

THE Story of a hand-
some young steel
worker who becomes the
boxing Champion of the
world!

A PUNCH—PACKED Comedy—drama of a
lad with lightning in his fists!

DIX once again proves his versatility as an
athlete and as a comedian.

Rip-roaring fun with deft dramatic touches
runs right through this greatest of all Dix
pictures!

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

BACK AGAIN!

HIGH JINKS on the high seas in a film story
full of delightful gags and thrills!

WALLACE BEERY, RAYMOND HATTON

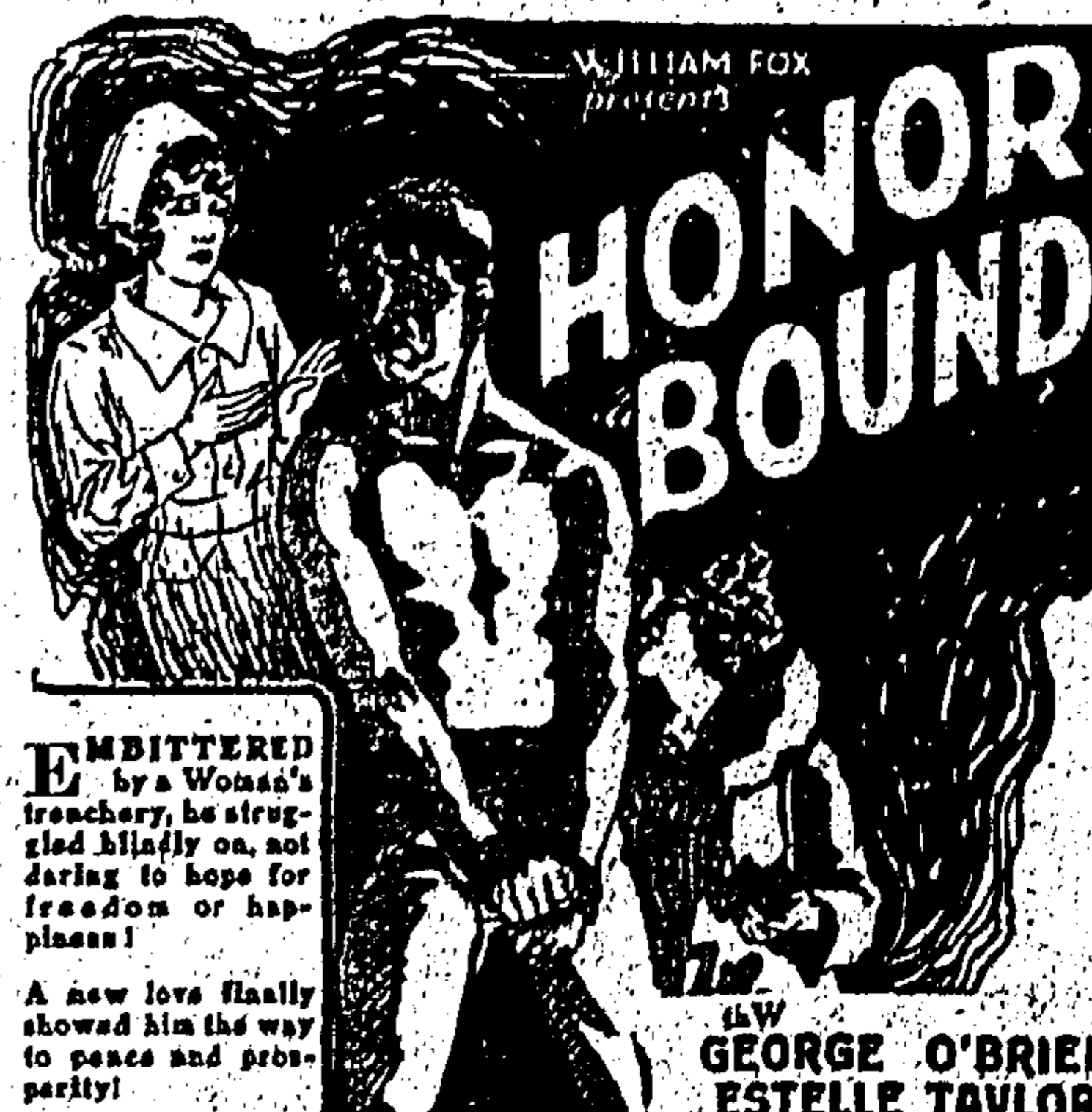


WE'RE IN THE NAVY NOW!

WHEN the heroes of "Behind the Front"
are let loose in the submarine and mine
zone, something's bound to go off—its the
laughter lid!

AT THE
WORLD FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

DRAMATIC AND THRILLING!



EMBITTERED
by a woman's
treachery, he strug-
gled bravely on, not
daring to hope for
freedom or hap-
piness!

A new love finally
showed him the way
to peace and pros-
perity!

BY
GEORGE O'BRIEN
ESTELLE TAYLOR

A daring drama of life in convict labour camps!

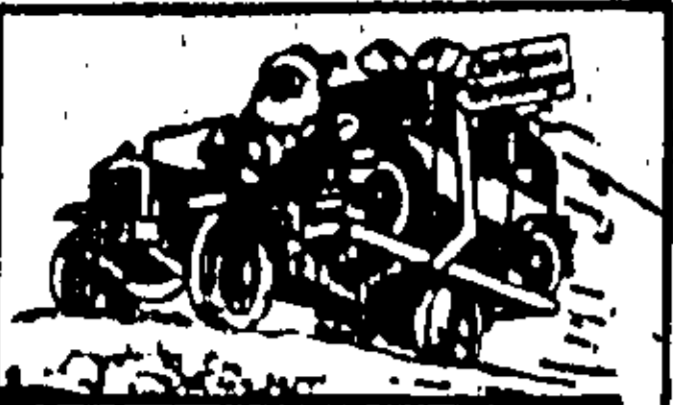
AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

A HAPPY THOUGHT!

WHAT Gift could give greater pleasure than a Motor Car?
and—what a choice!
STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

Arrange for us to deliver one on Christmas Morning

HONGKONG HOTEL GARAGE.



Hongkong Telegraph.

Pictorial Supplement

November 3rd. 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



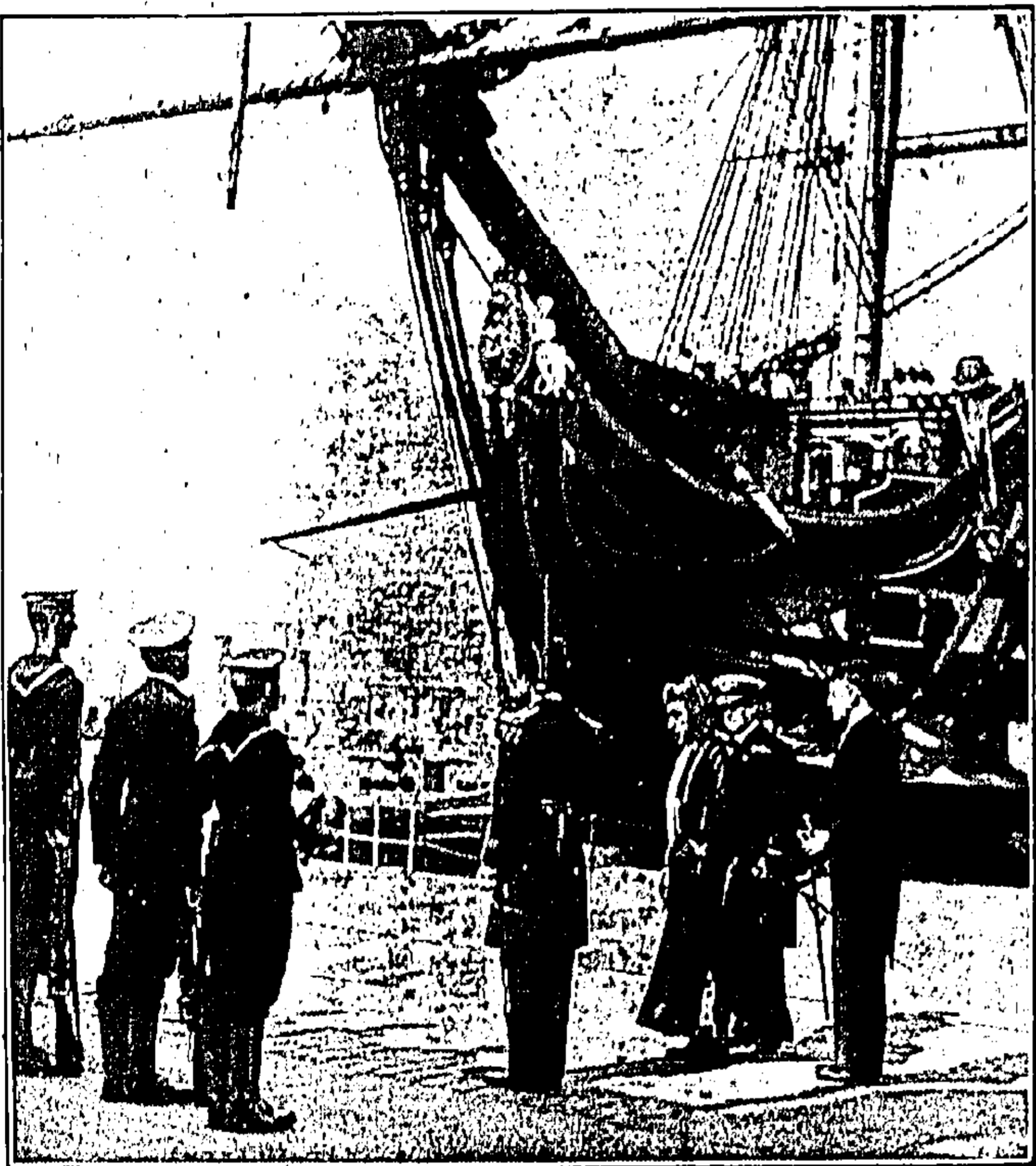
The Army football team which defeated the Navy in last Saturday's match in the Lai Wah Cup Competition. The Army won easily by five goals to nil. (Photo: Mee Cheung).



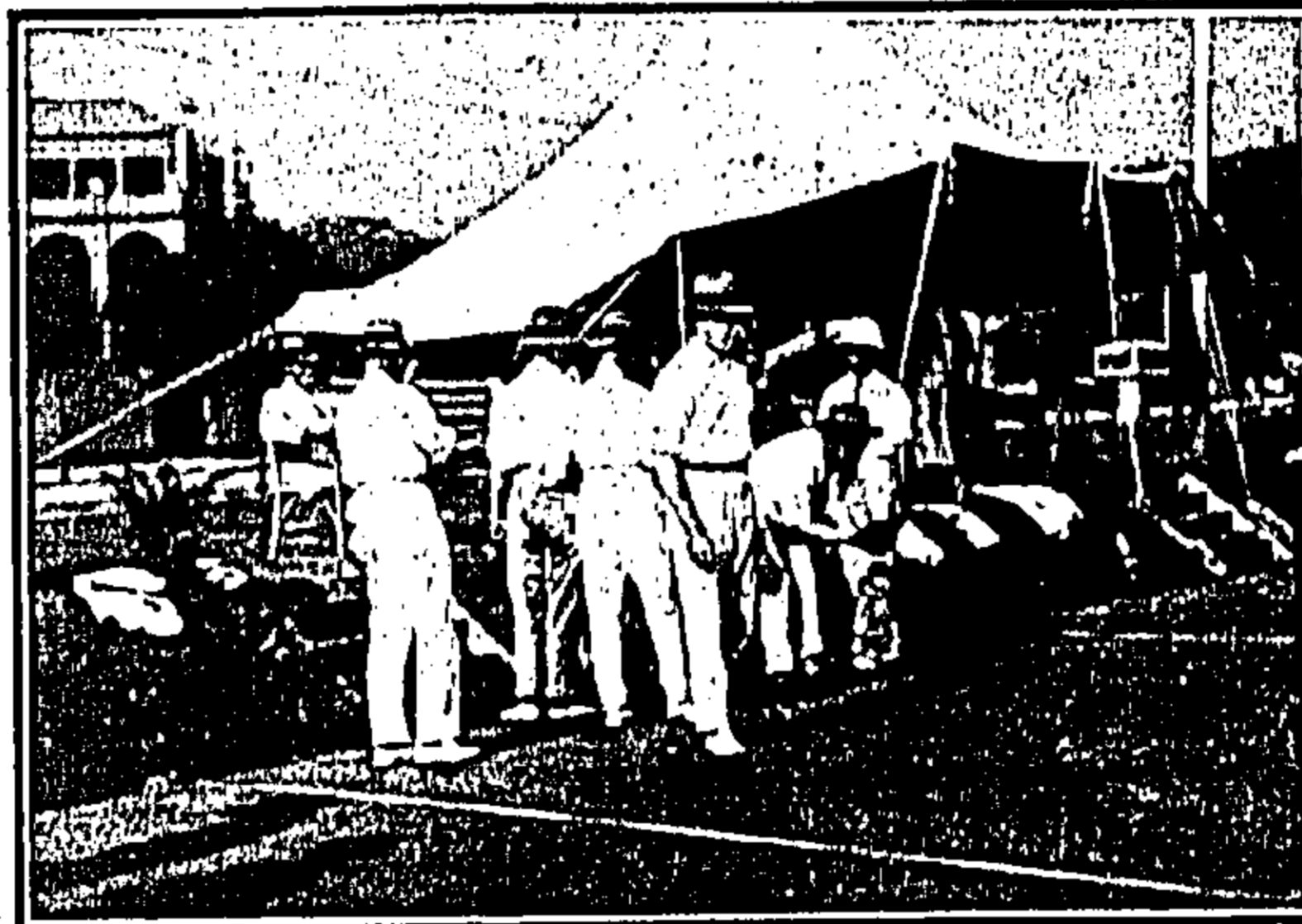
This year's water polo team of the Victoria Recreation Club, winners of the Hongkong Water Polo Shield. (Photo: Mee Cheung).



The Mayor of the Municipality of Nanking, Mr. Liu Chi-wen, and his wife, who arrived from Shanghai last week and who have been spending their honeymoon in Hongkong and Canton.



The Sultan of Muscat and Oman inspecting the guard of honour drawn up near the Victory on his arrival at Portsmouth Dockyard. During his visit he inspected the Victory and the battle-cruiser Tiger and made a trip in the submarine L.25.—(Photo: Times copyright).



Play in progress during the Spey Royal Oap game between Craigengower and East Point last Saturday. (Photo: Mee Cheung).



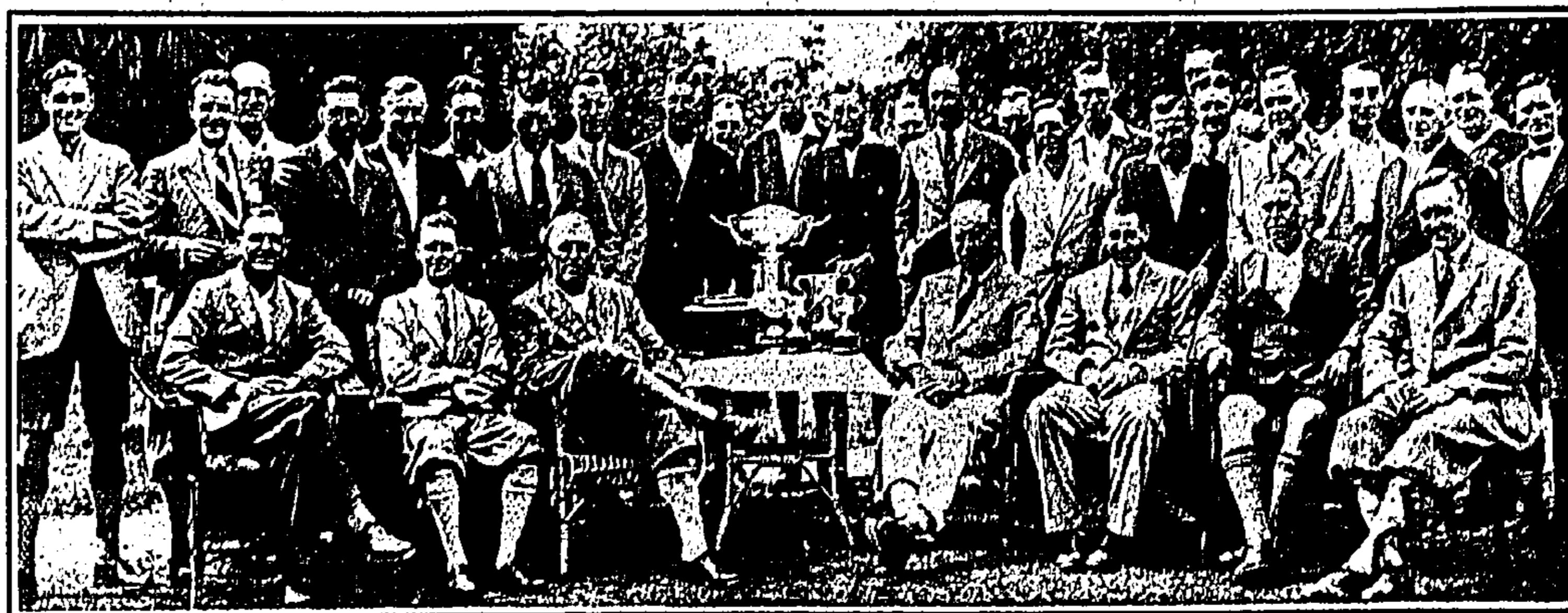
The above photograph was taken at the Shek-O Club on Sunday, when the annual Championship match was played. The championship was won by Mr. A. B. Stewart (sixth from left in front row). A tennis tournament was also played. (Photo: Ming Yuen).



H.E. the Portuguese Minister to China, Senhor Joao Bianchi, who has been visiting Hongkong and Macao this week.



Flashlight photograph taken on the occasion of the celebration of the "Oktoberfest" on Saturday last at the Tungshan Garden Club (The German Club) at Tungshan, Canton.



Competitors in the Amateur Golf Championship of China which was played off on the Kiangwan golf course and was won by Mr. M. W. Budd, who is seated at the extreme right. Members of the Hongkong Interport team are also among those present.



Miss Maud Royden, the well-known lady preacher, who gave addresses this week at the Theatre Royal.

CHATS ON PHOTOGRAPHY

5.—MARINE AND CLOUDSCAPES.

(By J. O. W.)

Examine closely the illustration of the King's yacht "Britannia" running in before the breeze to her anchorage after a trial spin. What is there about it that gives it such an irresistible appeal? It is "life"!

Compare the beautiful lines of

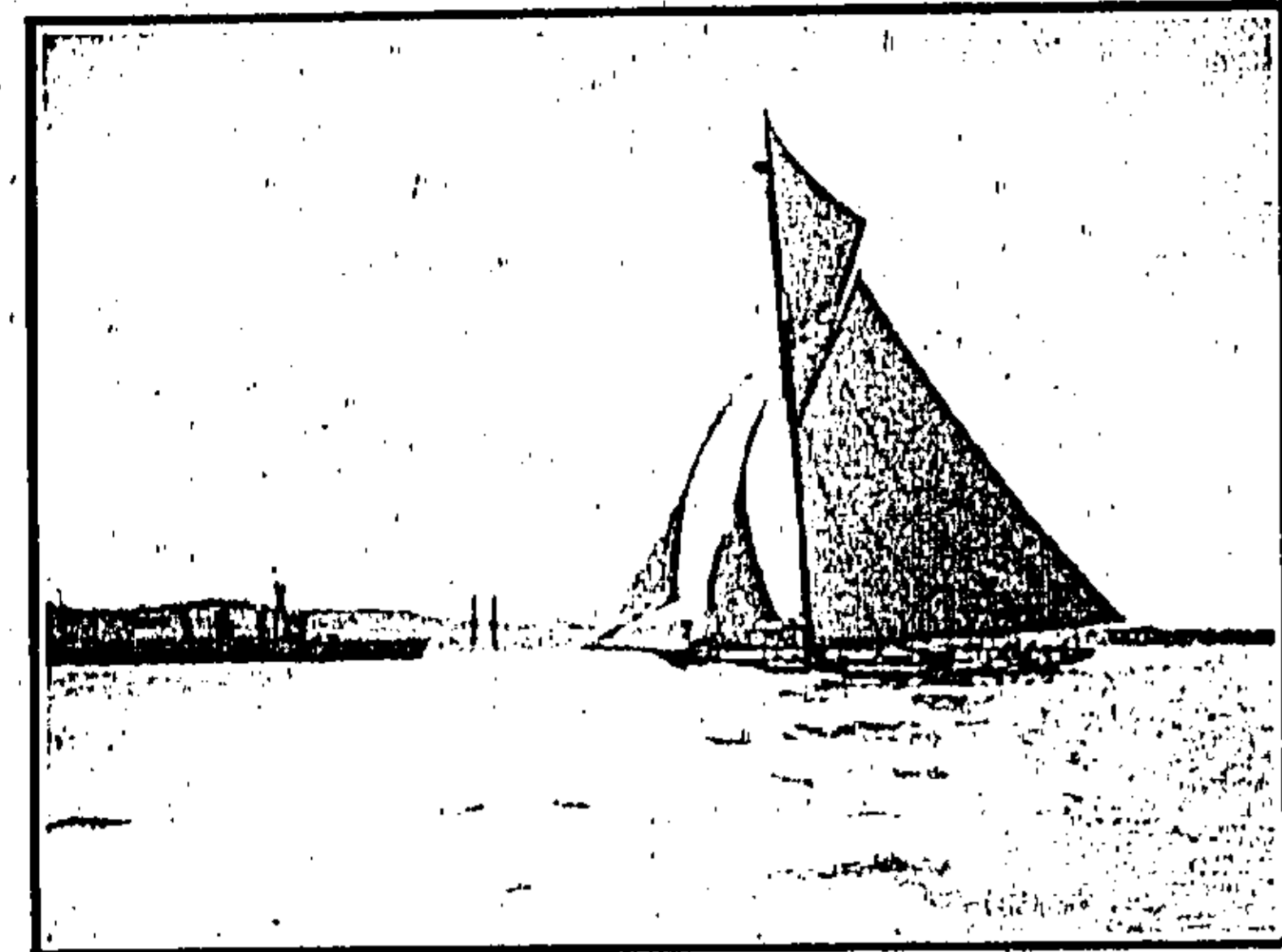
her sloping decks and her crew at work. The windward side of a yacht that is heeling over in a breeze does not present such a picture.

The position of the sun is important and must be considered when your subject is about to pass

Marine photography affords opportunities for studying cloud effects. And cloud pictures are always fascinating. Their fantastic shapes, their wonderful designs, the play of light and shade all cooperate to form a picture of natural beauty. A set of cloudscapes is a desirable acquisition to any album. It will be found that the best results are obtained when facing the sun with its direct rays obscured. A day should be chosen when there is a slight breeze sufficient to alter the formation of the clouds without breaking them up into scattered detached patches.

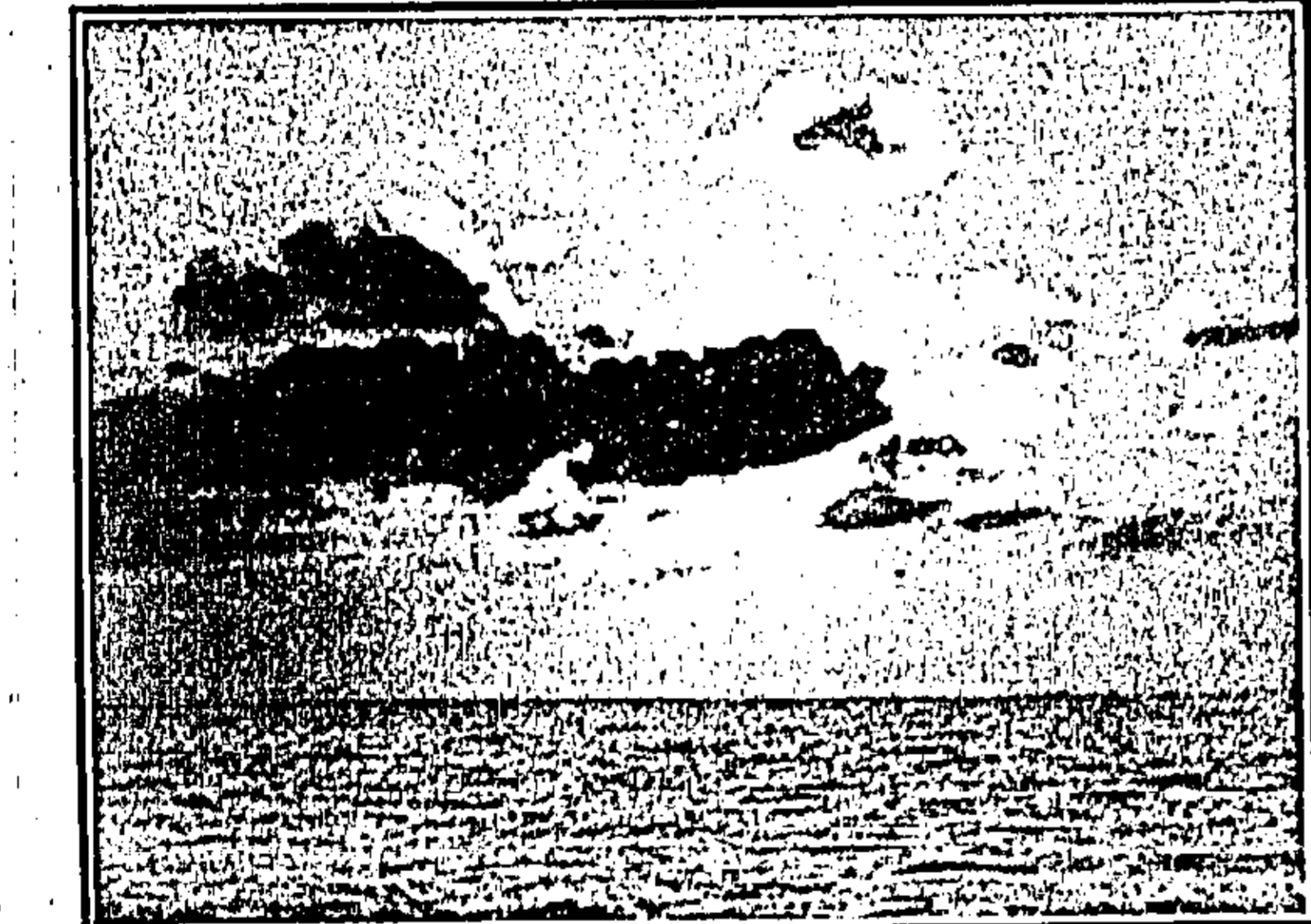
There is no special apparatus required to take pictures of clouds. The illustration was taken with an ordinary hand camera from the deck of a ship, with an ordinary film. The stop used was the smallest possible at a speed of 1/500th of a second exposure.

When photographing from the deck of a ship that suffers from excessive vibration, never rest your camera on the guard rail or on any of the ship's fixtures when making an exposure or the result will be a disappointing blur. The best way to obviate this is to balance your own body by standing with your feet slightly separated, and when ready to snap, just raise



its heaving sails and taut ropes, its bow wave and stern wash, its sloping decks and busy crew, with the dead looking cruiser on the left. Yet the cruiser is necessary to the composition of the picture. Cover up the left half of the illustration and you have remaining merely a picture of a yacht only. Add the cruiser and you add atmosphere and balance of composition to the picture.

"Atmosphere" is an elusive term to define. Photographically it is synonymous with charm and who can define charm? Yet that picture was not the result of a happy-hazard snapshot. It was taken just before noon on a brilliantly sunny day with white clouds reflecting the light making the conditions ideal for rapid shutter work. Taken from a small launch, it was not difficult to manoeuvre for position as soon as the yacht was observed to be making for her anchorage. By manoeuvring for position, I mean endeavouring to keep on the lee side of the yacht; for it is then possible to include



the moving subject reaches the point where the lens will intercept the direct rays of the sun.

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DAUNTLESS BRITISH EXPLORER.

THE VOYAGES OF CAPTAIN COOK.

(By J. Holland Rose, Litt. D.)

It is just one hundred and fifty years ago since Captain Cook reached his "farthest north" in his search for the passage from the North Pacific to the North Atlantic.

On Aug. 29, 1778, when off Cape North he noted in his diary: "Finding we could not [weather the cape], the wind freshening, a thick fog coming on with much snow, and being fearful of the ice coming down upon us, I gave up the design I had formed of plying to the westward and stood off shore again. . . . I did not think it consistent with prudence to make any further attempts to find a passage into the Atlantic this year."

He therefore put about and made for the Pacific, intending to spend the winter in exploration, and in the spring and summer of 1779 renew the quest which had baffled every explorer from the time of Frobenius. It was not to be. That unaccountable fit of anger among the natives of Hawaii ended the life of Cook and robbed him, possibly, of the honour of solving the problem of the North-West Passage.

So far back as the year 1527 that far-seeing London merchant, Robert Thorne (whose tomb is in the Temple Church), urged Henry VIII. to send voyagers by "the back side of the New Found Land, which of late was discovered by your Grace's subjects, until they come to the back side and South Seas of the Indies Occidental. . . . We shall go to these islands [the Spice Islands] a shorter way by more than 2,000 leagues than by the route of the Spaniards or Portugals." Difficulties there will be; but, concludes Thorne, "I judge there is no land uninhabitable, nor sea innavigable."

Dauntless Spirit.

In this dauntless spirit hundreds of Englishmen had battled with ice and hunger, and, incidentally, had won for the flag Newfoundland, Baffin's Land, and the posts in Hudson's Bay. But none had won through to the "Spice Isles." The charter of the Hudson's Bay Company (1670) bade it push on the search through that bay; but nothing came of it. After 1740, however, interest in the Pacific was quickened by Anson's semi-predatory voyage of circumnavigation, also by the news that Russian voyagers had sailed through the strait dividing Asia from America and down the coast of the latter to within 12½ degrees of California.

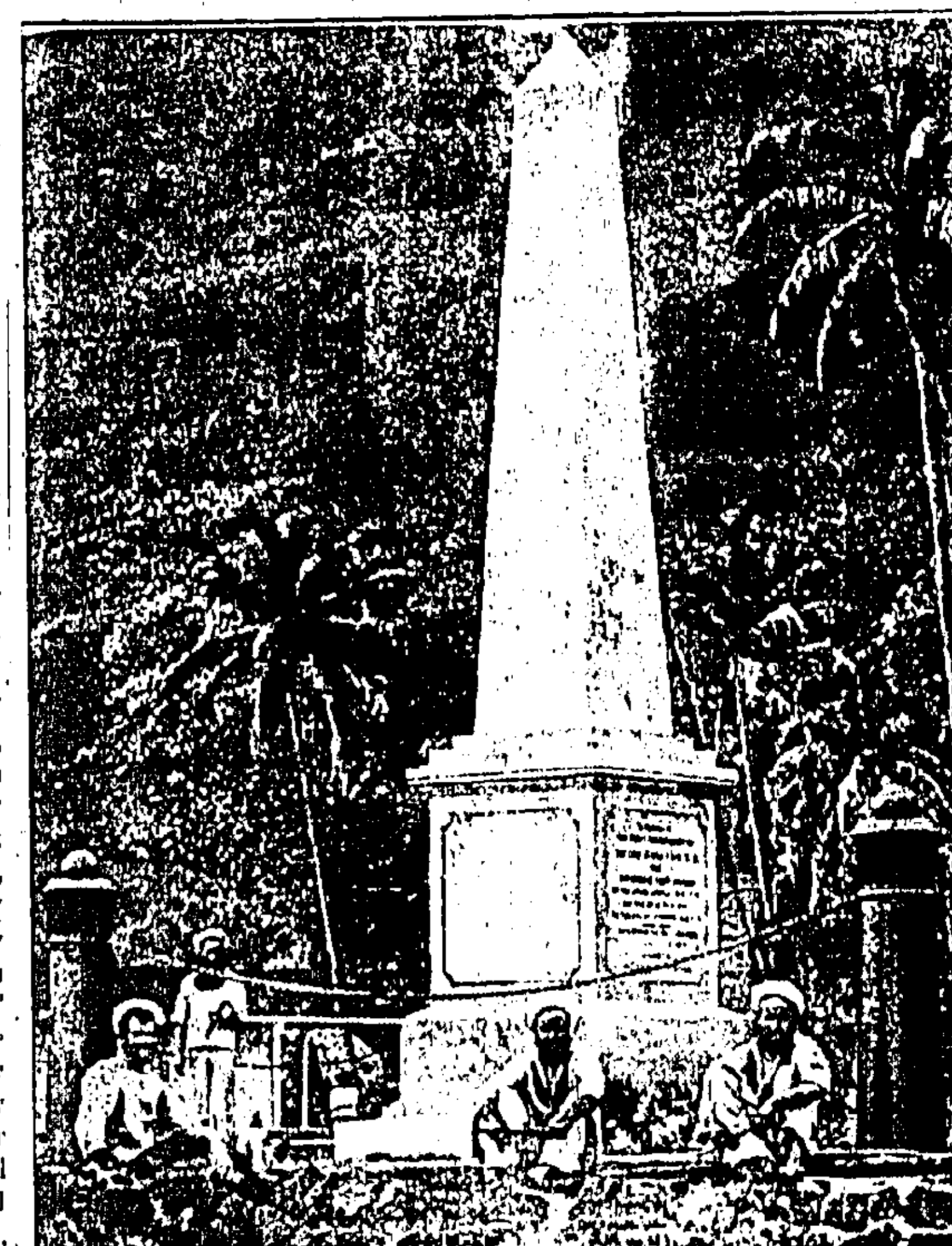
Accordingly, in 1745, Parliament offered a considerable reward to such person or persons as should discover "a North-West Passage through Hudson's Straights to the Western and Southern Ocean of America." Probably the war with France and Spain sterilised this offer. Besides, the fur-traders to Hudson's Bay gave discouraging reports as to a profitable advance in that direction.

Thus, not until the end of the Seven Years War was any persistent effort made to open intercourse with the Pacific; but after the somewhat disappointing voyages of Captains Wallis and Byron (grandfather of the poet), the Admiralty had the good fortune to light upon that prince of explorers, James Cook, then a "master" in the Royal Navy. As is well known, he commanded the Whitchy-built barque Endeavour, which was to take the Cape Horn route to the Pacific for the observation of the transit of Venus, visible on June 3, 1769, at Tahiti.

Admiral Wharton and Mr. Kitson, in their works on Cook, did not discover the Admiralty instructions of July 30, 1768, to "Lieutenant" Cook. These, as well as those for the second voyage, have, however, been found by Mr. W. G. Perrin, librarian at the Admiralty, and are printed in the new volume of the Navy Records Society, "Naval Miscellanies," Vol. III. They rival in interest the new Nelson letters and other items in this volume. The instructions are signed by Admirals Edward Hawke, Percy Brett, and C. Spencer, the last two of whom had been with Anson round the world in H.M.S. Centurion, and, therefore, connect Cook's Pacific discoveries with that earlier effort.

My lords bid him stand well to the southward of Cape Horn and be at Tahiti (then named King George's Island) six weeks before

him, after the observation of the transit of Venus, proceed southwards in search of a southern continent about latitude 40deg to 35deg. Failing to find, he will make for New Zealand. He is instructed everywhere to note "the nature of the soil and the products thereof," also, "with the consent of the natives, to take possession of convenient situations in the country." If it is unin-



Captain Cook's monument in Hawaii.

habited he will set up "proper marks and inscriptions as first discoverers and possessors."

Cook's Conduct Explained. In 1785 the King George's Sound Company sent the two first of these men in the ships King George and Queen Charlotte, which in 1786 carried valuable cargoes of sea-otter skins to Canton, thus inaugurating the trade between what was to be British North America and China. Justly, then, Portlock, in his narrative ("Voyage to the Coast of North America," 1789), attributes the founding of this trade to Captain Cook. So valuable did it prove to be that he refers to "a well-known enterprising character" as planning to journey overland from Canada to the North Pacific, through interior parts which were as yet unknown. His reference probably is to the dauntless Scot, Mackenzie, who first crossed the Rocky Mountains to the coast of British Columbia. If my surmise is correct, the prime impulse leading to Mackenzie's famous overland journey from Canada to the Pacific in 1793 originated in the third and last voyage of our greatest marine explorer.

His first voyage not having revealed the great southern continent, the instructions of June 25, 1772, signed by Sandwich and other Lords of Admiralty, order him to proceed in H.M.S. sloop Resolution (also Whitchy-built) for its discovery, sailing "as near to the South Pole as possible." The orders as to annexation are then repeated. The age-long belief in "Terra Australis incognita" accounts both for the urgency of these second instructions and the dogged persistence of Cook in seeking to reveal the existence of a great Southern world. If it be a service to mankind to dispel an unreal belief, then his second voyage must be adjusted no failure, besides which he finally discovered the Sandwich Islands.

The instructions of July 6, 1776, which have already been printed, prescribe as the main object in his third voyage the discovery of a Northern passage by sea from the Pacific to the Atlantic Ocean. He is to proceed via the Cape of Good Hope and New Zealand to Tahiti, thence to New Albion (Drake's discovery), and sail up the coast to North America as far as latitude 65deg, exploring thereabouts the inlets trending towards Hudson's or Baffin's Bay.

Arctic Exploration. I have no space in which to describe the efforts of Cook (now Captain) to explore the shores of what are now parts of British Columbia and Alaska. He it was who revealed the possibility of a valuable trade in furs with the Indians of Nootka Sound, who further north explored several great inlets (already known to Russian seamen), only to find them likely but not channels or straits likely to lead to Baffin's Bay, which lay more than 500 leagues to the east.

Undaunted, he doubled the promontory of Alaska, and pressed on through Behring Straits far into the Arctic Ocean, tacking to and fro to find a passage through the ice packs.

As we have seen, the ice beat him, and he made for the Pacific, whence he was never to return. But it would be a superficial estimate which pronounced his third voyage a failure; for he was searching for a passage which is the impracticable for sailing ships, and he rendered a great service by the proving as much. Further, his consent of the natives, to take possession of convenient situations some of his Resolution men, especially Portlock, Dixon, Meares,

SAVAGE O.B.E.s.

By Jack McLaren.

Being members of a thoroughly primitive race, the three Solomon Islanders recently awarded the O.B.E., for their great gallantry in assisting to repel and arrest cannibal raiders, will at first have difficulty in understanding what the honour means.

But once they have grasped it they will enjoy it to the full.

For there is nothing that South Seas Islanders delight in more than the recognition of what they call the "Gub'ment." It is the ambition, for instance, of many of the young men of a village to be the Village Constable.

This is the humblest of all the jobs in the Government service and is full of onerous duties, such as seeing that the village is kept clean—a difficult business—and keeping the peace—a more difficult business still—and may involve the Constable in arresting his own brother, or his parents, for most of the quarrels in a village are household ones. Further, the pay for all this is only a couple of pounds a year.

But that doesn't matter. "The Commissioner"—the High Commissioner for the Pacific—"is boss of the islands; well, me boss of his village," one Constable told me proudly. "We got the same kind of job."

In New Guinea the position of Village Constable is even more keenly sought after—because the Constable wears on his chest, a metal plate inscribed V.C., which is supposed to give added dignity. It is the same with other positions which the different Governments give to natives.



Lazarus Glasses Are More Becoming. We stock the very latest designs in spectacleware from London and New York. Exactly the same careful service here as you would get at any high grade optician's at home.

LAZARUS

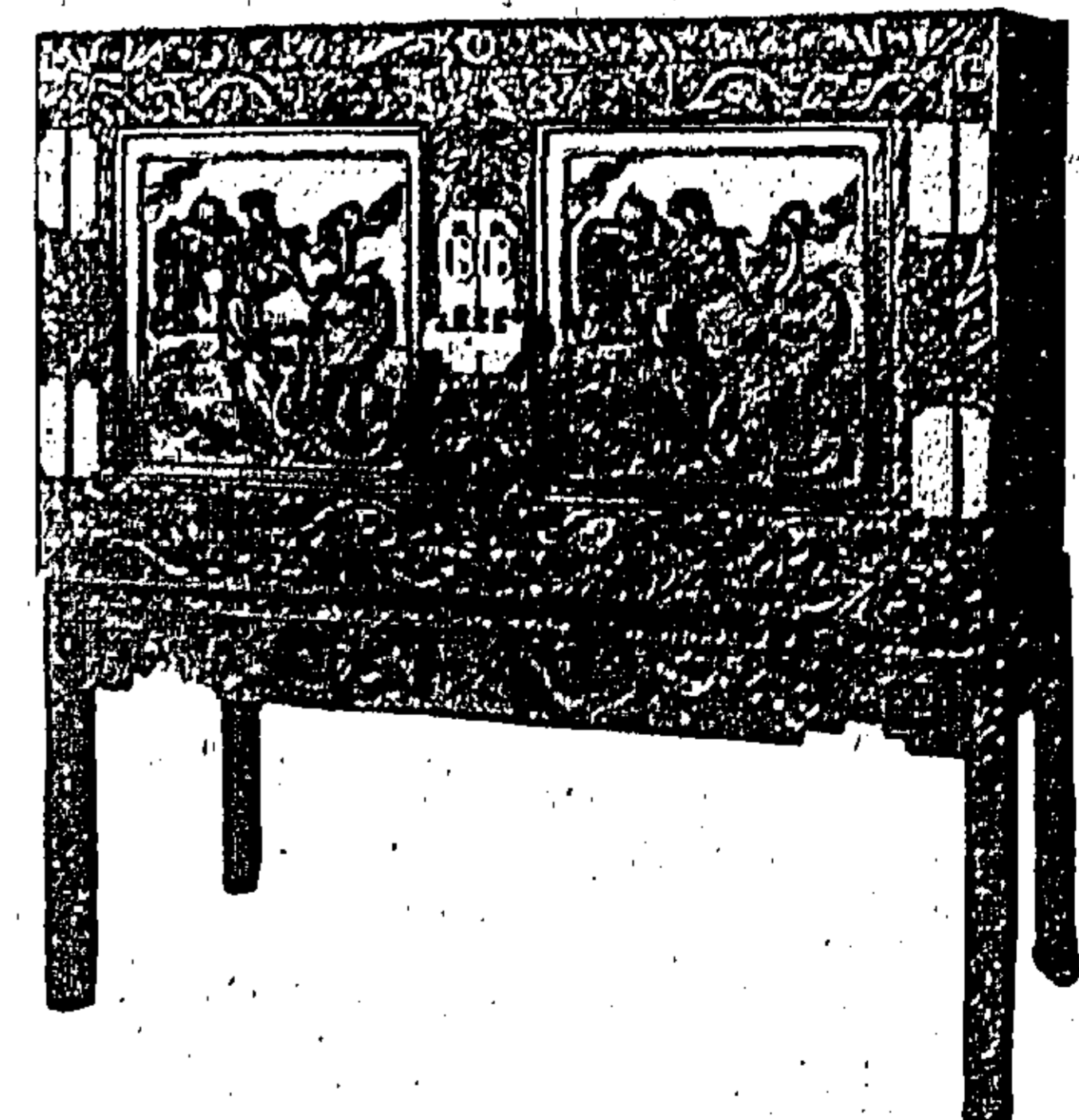
Hongkong's Only European Optician
13, Queen's Road, Central.



SMOKERS' NEEDS

PIPES, TOBACCOS
CIGARS, CIGARETTES
BEST AND CHEAPEST
AT
GRAECO EGYPTIAN
TOBACCO STORE
Opposite Hongkong Hotel.

A FINE PIECE



One of the many finely carved pieces of Blackwood Furniture now showing in Lane, Crawford's Oriental Section.

Lane, Crawford Ltd.

Furnishing Department. Mezzanine Floor.



ALL THE YEAR ROUND

Protect Your
Family's Health

with

DAIRY FARM ICE

Purity Guaranteed.

THE DAIRY FARM,
ICE & COLD STORAGE
COMPANY, LIMITED.

Accentuating the Accessories

You Can Get Away With
Last Year's Clothes . . .
But You Must Have
The Finishing Touches
Of Today's Extras.



A "MacClan" Scottish Tweed Hat, Shoes and Bag. Trimmings in Matching Leather. All Shoes From "Shoecraft Salon."



Original Pendant And Wide Bracelet In Gold Enamelled With Green and Blue. And Created for Jenny of Paris.



A Cream Lace Evening Hankie Created by Sally Milgram. It Is To Be Tied At the Wrist While Dancing.



A Frances Clyde Hat In Black Velour Worn With Blood Pearls and A Double Faced Kerchief.



A Lelong Afternoon White Satin Blouse With Padded Sleeves And Pearl and Onyx Buckle on the Belt. Maria Guy Hat.



A Tailored Step-In Acajou Calf Walking Shoe With a New Heel.

THE wealth of new accessories is the first thing the shopper notes today, visiting openings of fashionable houses. The day of a single kerchief and a tailored bag, hat and shoes has gone, along with the departure of the sports wear, it accompanied. There is individuality, delicate femininity, a glorious range of colour and tremendous diversity in the materials that go into the making of accessories this year.

ONE of the newest accessories of the autumn is the novelty belt. Fur makes its appearance in this guise and one of the smartest frocks of the year is a tiered black crepe that uses ermine for its belt, with a smart square-cut jet buckle. Jewelled belt buckles also add their beauty to many sets of ensemble jewellery this season.

Pearls are good still, and when white they should be double or triple necklaces. Lelong uses a belt buckle of onyx and pearls on one of his most charming autumn creations, the white satin overblouse shown at the upper right, with its sunburst of padded "nerves" as he calls these tucks, a new graceful neckline and long ties and tight sleeves that flare surprisingly at the cuffs. A triple pearl necklace, single pearl earrings, snuggling under the black Maria Guy turban, and a big onyx ring are the fitting accessories for such an outfit.

Costume jewellery is swinging towards real gold and real silver. Some of the bizarre things are extremely smart and expensive. Jenny has an original pendant and wide bracelet, pictured at the left centre. They are designed in enamelled gold that—when worn with the right frock—looks very smart. Both the pendant—which is shield shaped, and the bracelet—which jangles like a slave's heavy rich enamelling in jade green and a turquoise. A single big turquoise fastens a ring to go with the set, and earrings are of gold beads and turquoise.

FOR evening wear there is a new hankie that hardly deserves the diminutive for its size, but surely rates highly for its effemininity, as revealed in the photograph above. Fashioned of an 18-inch square of cream chiffon, it

takes an edging of deep brown net lace and has inserts of brown lace flowers all around it.

This is the handkerchief for made-misselle to wear with her new brown tulle evening dress. She should tie it on her wrist and let it float out as she dances.

For daytime there are handkerchiefs like this in fine linen and silk, patterned like old fashioned calico. Some are modernistically patterned. For daytime they should be folded and attached by the very centre inside a coat pocket or to the purse, so that they ripple outside.

Hosiery this season is exceptionally plain. It seems that the fancier the shoes and frocks, the less hosiery is counted on to give dressiness to a costume. Shades that go well with brown are the best this year.

Gloves more or less follow hosiery in making background for other fancies. Gauntlet gloves, smartly stitched in self colour, fashioned of tan, grey or white kid, antelope or novelty skins are the best.

SHOES, however, are just stepping out into smart individuality.

An especially smart Acajou calf shoe, which is a mahogany brown with a distinct wine red cast, is a tailored step-in with perforated bow and leather heel. It has neat stitching along its seaming, is comfortable, chic and a new colour that women seem to like. This model is illustrated at the right centre.

For afternoon there is shown the new modernistic opera pump which features the half-and-half. That means, as revealed in the picture at the lower left, that it uses Acajou suede in combination with matching lizard. This has a high heel, where the half-and-half arrangement obtains also. Gold kid pipings mark the line where the two leathers meet and a bit of gold joins suede in fashioning a very clever little side bow.

This shoe has its matching purse—of lizard on one side and suede on the other. The fastening is of amber, a charming combination with the deep red of the shoe. Hosiery should be in a tan shade to set this shoe off properly.

Afternoon shoes this season have as many styles as the whole market had a year ago. One unusual type is a slender

strap slipper with three tone ombre effects of leather in the new purple, red and a dark green.

The predominating colours are black, brown, blue and Acajou, with an occasional purply one or dark green suede. Suede is the most popular medium for afternoon, joined with python, borso, shark and fabrics.

SHOWN at the right is the latest shoe to dance in this season. It is as interesting as can be, as well as lustreously lovely. Fashioned of brown and gold brocade, it has the new wide ankle strap of gold kid which is completed by an original crystal and rhinestone buckle on a gold foundation.

This is the slipper to wear with cream lace, with brown tulle, with caramel velvet and with an ombre chiffon that shades into nigger brown.

For novelties in the shoe line there are the "MacClan" Scottish tweed shoes, that take their own purses with them and often a hat and once in a while the whole outfit.

These tweed shoes often have a saddle of fine kid, calf, lizard or shark in the darkest colour of the fabric. The picture shows a green and grey model, with green leather trim on the shoes and the purse. A green banding trims a hat to match.

NEW among the season's accessories is the two-faced kerchief. These have a way of being light, solid colour on one side and the other very modernistically marked in rather colourful design.

The new way to knot these kerchiefs is not the old nonchalant shoulder way, but in a demure way, like the old fischu, in front. The one shown today as the centre illustration is black, green and beige on the side that does not show. The side shown is beige.

Beige and black satin ribbon knot themselves in a chic manner to band and ornament a black velour Frances Clyde hat that has the new squarish crown and the wider-at-the-right-side brim.

To complete the picture, new beige pearls form a single strand necklace of lustrous beauty. These new beige pearls blend nicely with the season's choice for many black-beige and black-blond combinations.



A New Modernistic Opera Pump. Half Acajou Suede, Half Lizard, With Lacing and Bow in Gold Kid And a Matching Purse.



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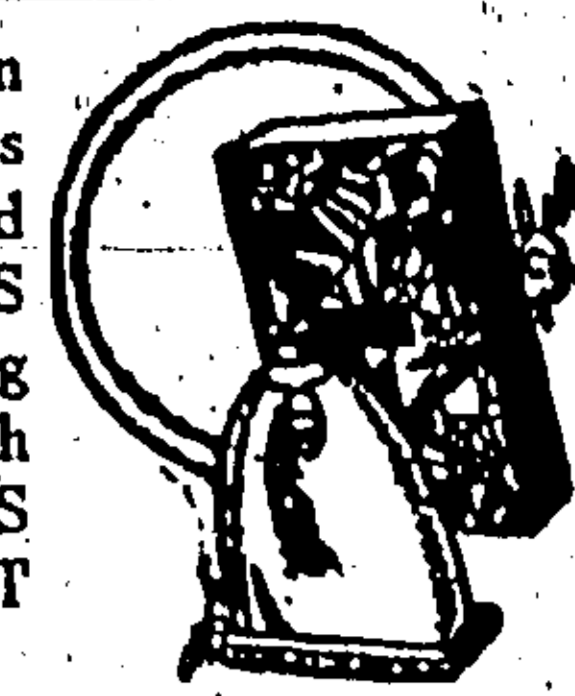
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Hongkong Telegraph.

Pictorial Supplement

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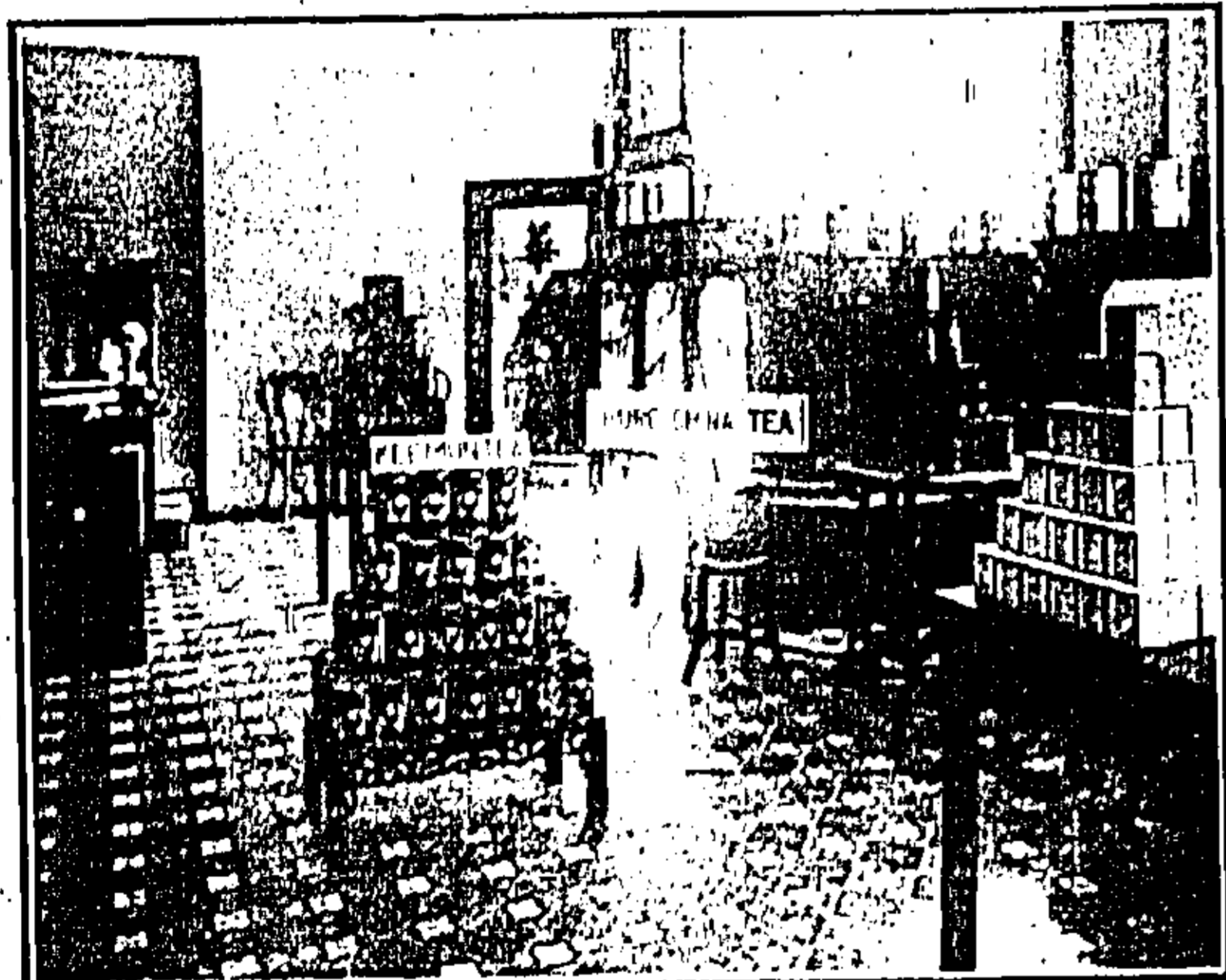
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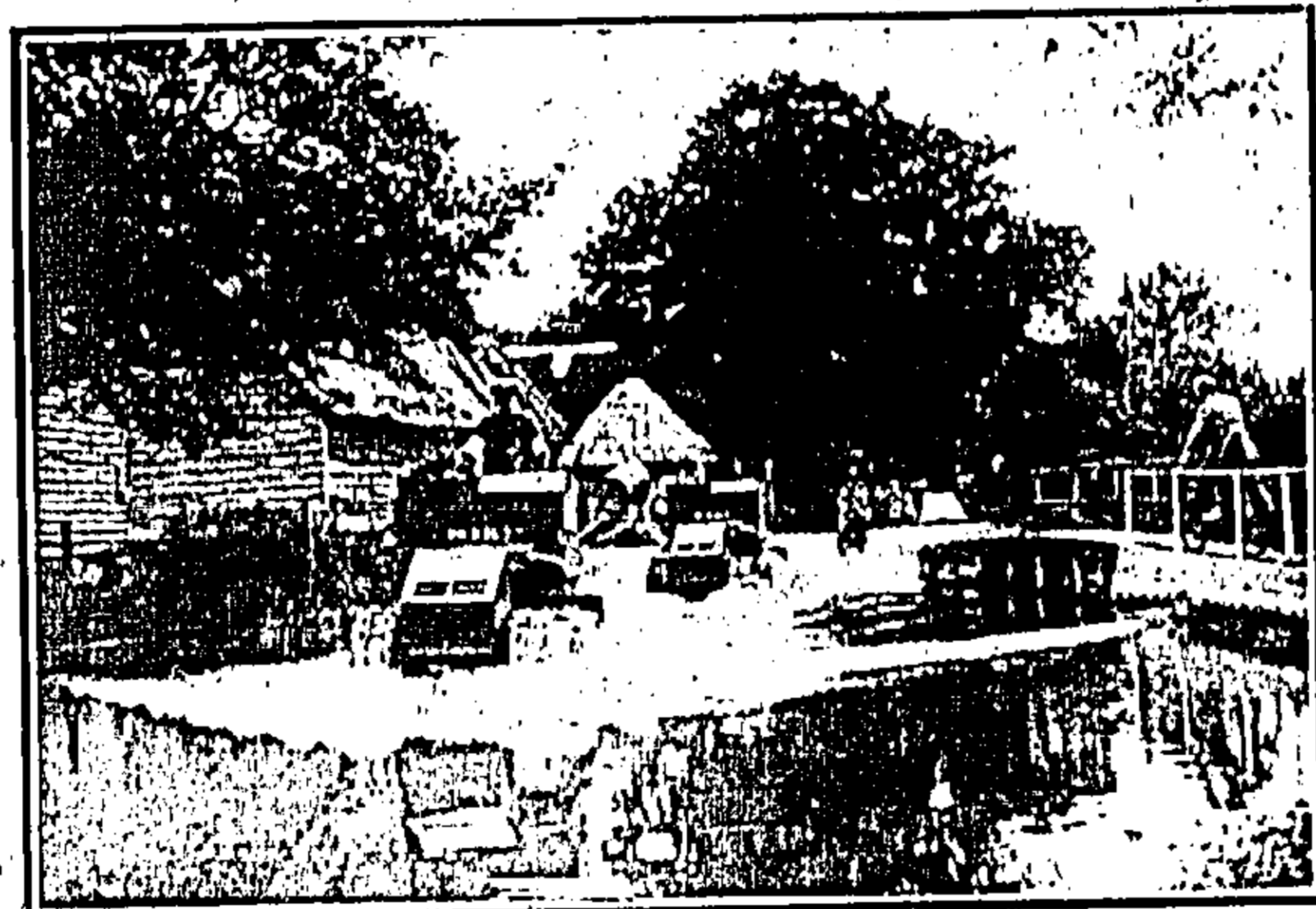
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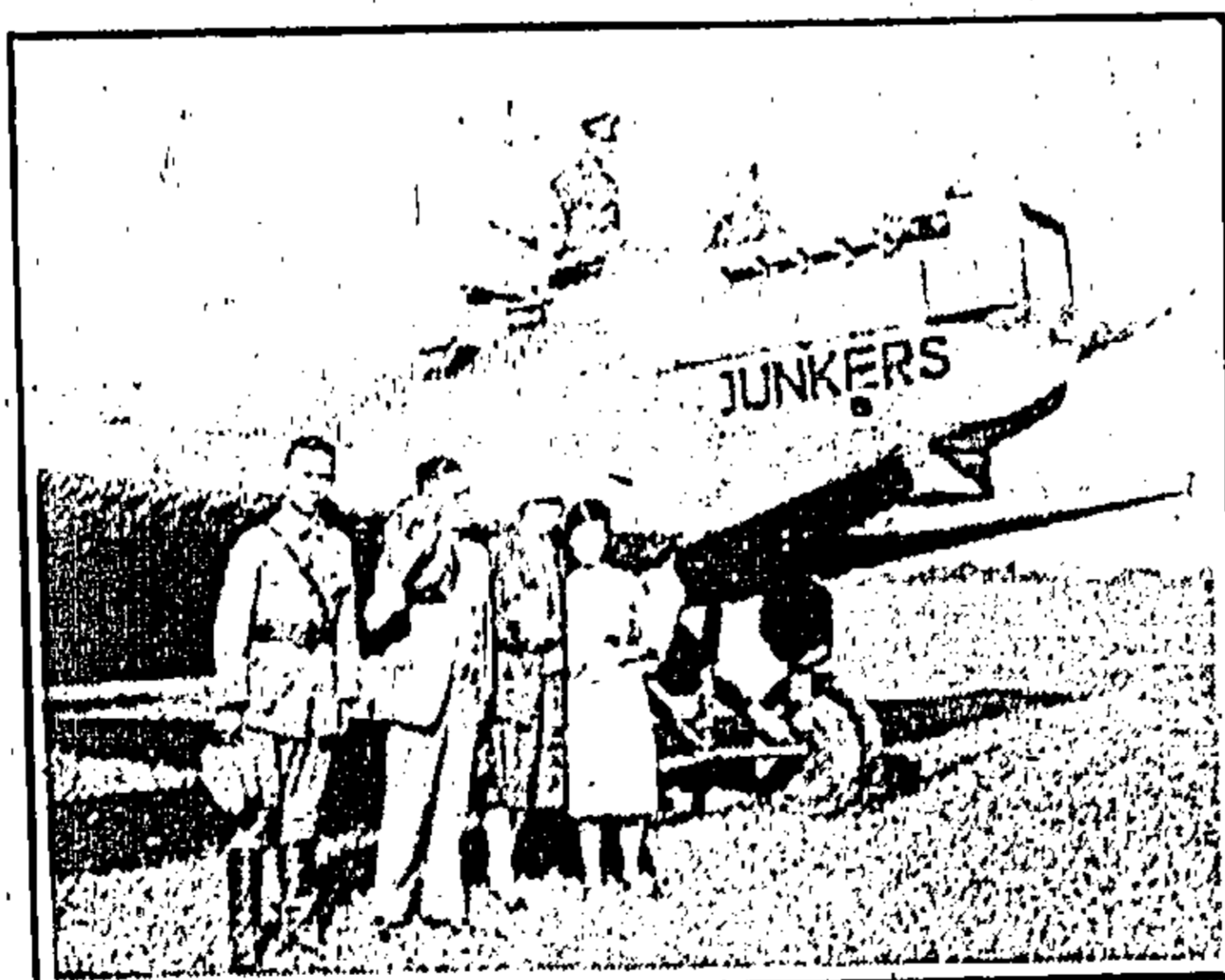
HONGKONG.



A monument recently erected in memory of the ten or more Russians who were captured and killed in the north by Chang Tso-lin's men. The money for the monument was subscribed by Shanghai Russians and the cenotaph erected in the Pansienjiao Cemetery on Avenue Joffre.



Armoured cars which were engaged in the recent manoeuvres on Salisbury Plain making a splash with their caterpillars in passing through a stream.



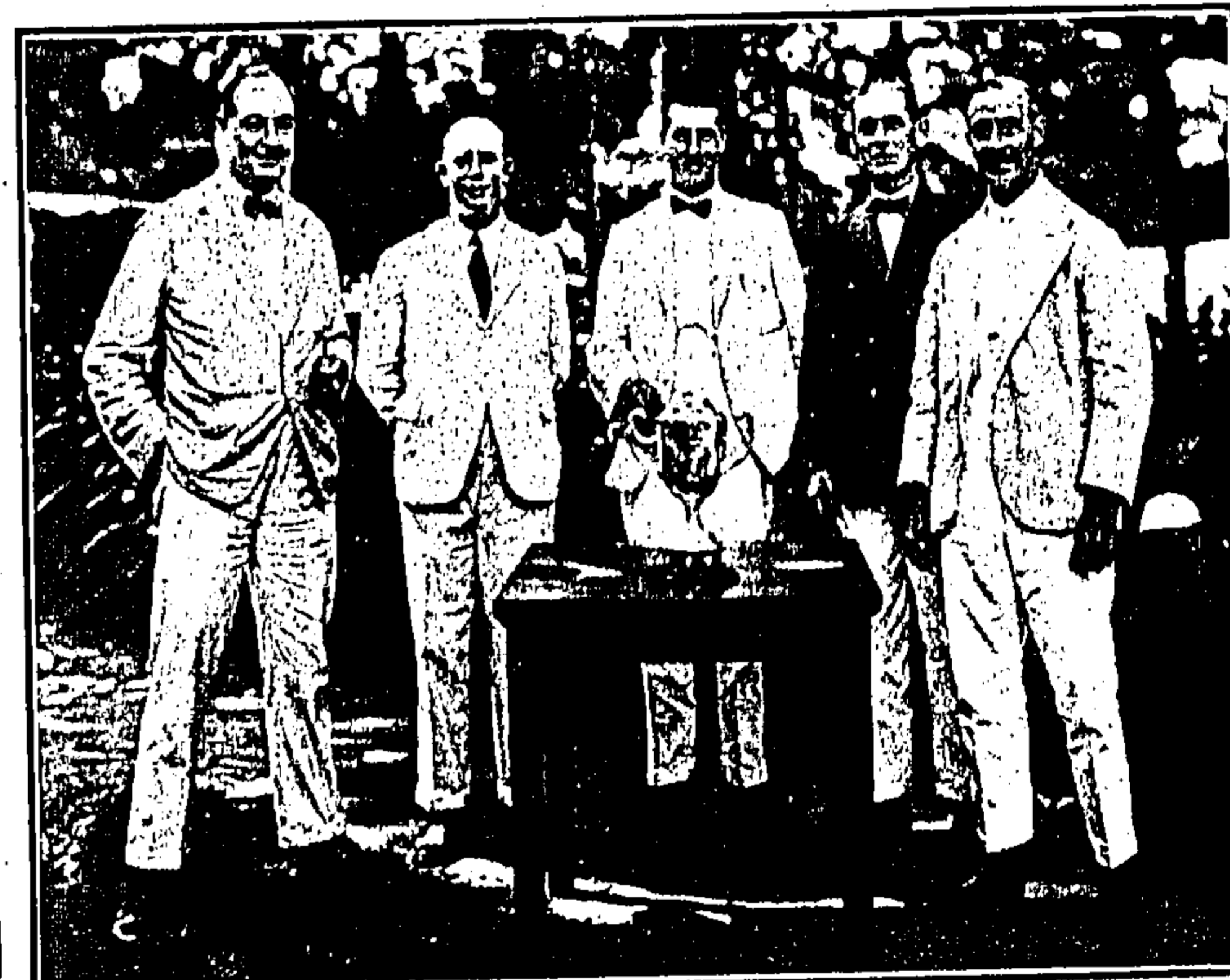
Prior to his night flight for Tokyo, Baron von Huenefeld conducted a party of Shanghai residents on inspection tour of the Europa.



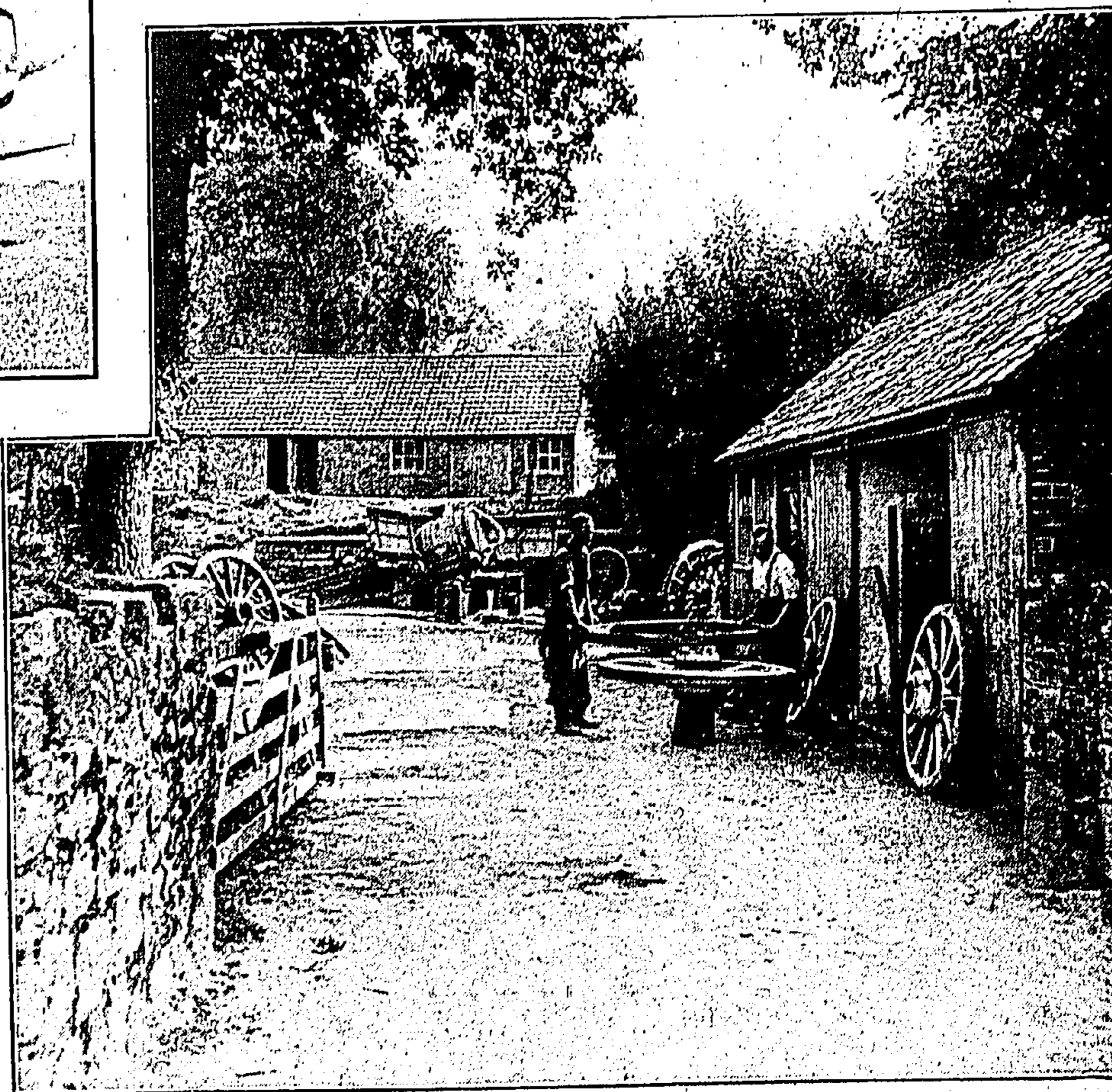
Gen. Wong Shu-hung, the present head of affairs in Kwangtung and Kwangsi.



The Craigenower and East Point lawn bowls teams who competed in the Spey Royal Cup competition last Saturday. Craigenower passing into the final. (Photo: Mee Cheung).



The P.W.D. team, winners of the Civil Service Inter-Departmental lawn bowls competition. (Photo: Mee Cheung).



The above beautiful picture shows blacksmiths re-tiring a cart-wheel at the village forge of Boughton Monchelsea, near Maidstone, Kent.—(Photo: Times copyright).